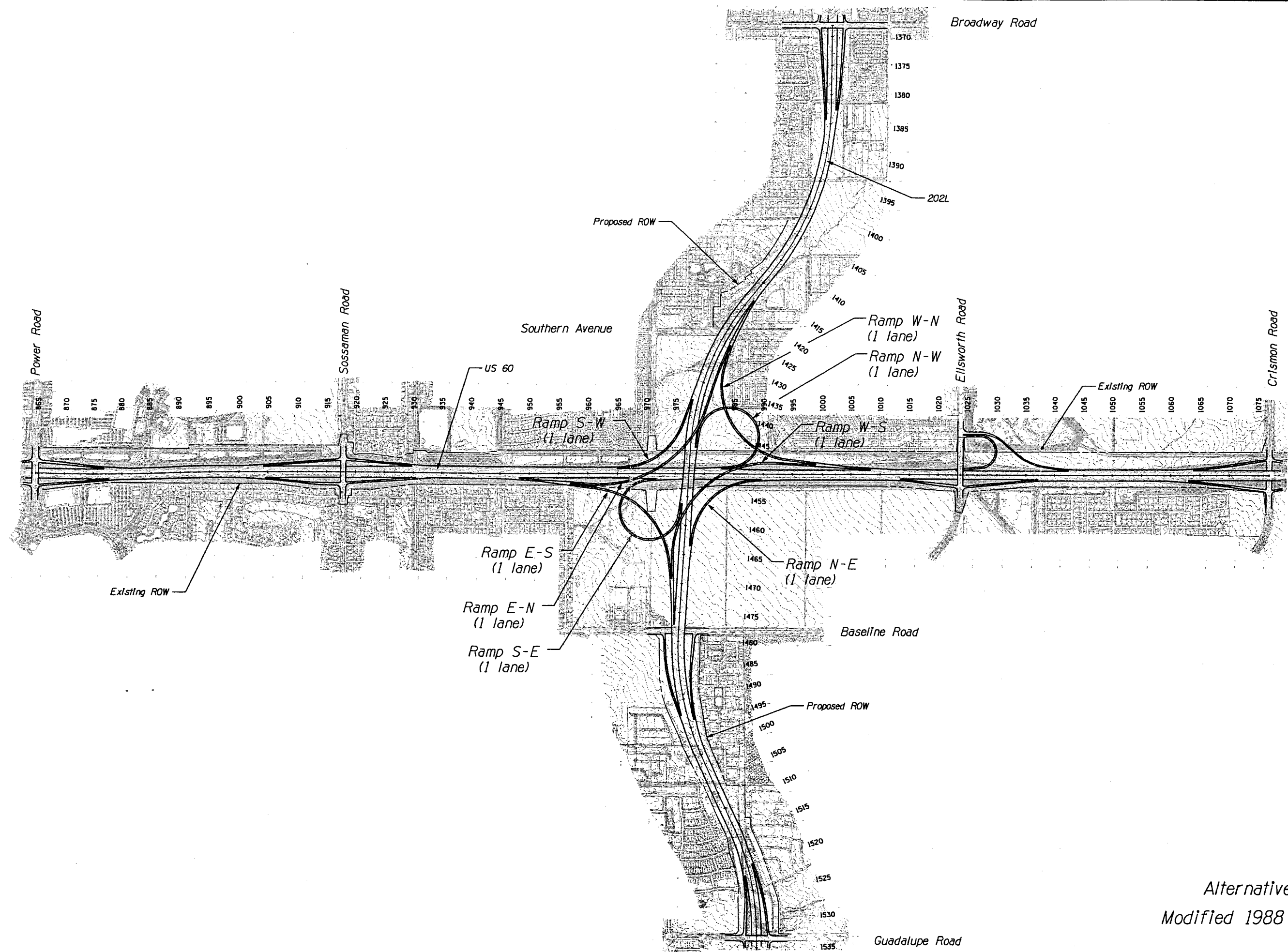
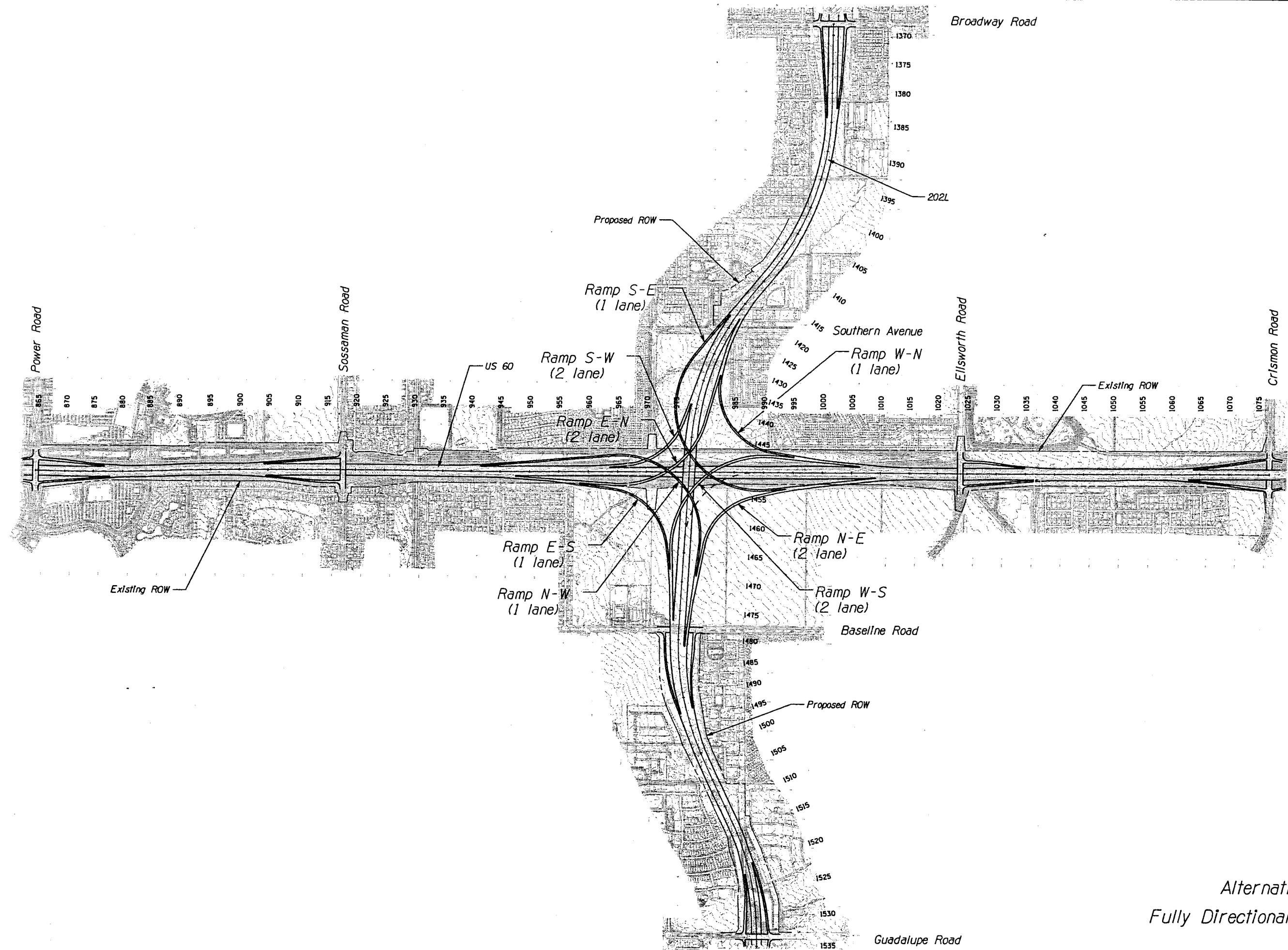


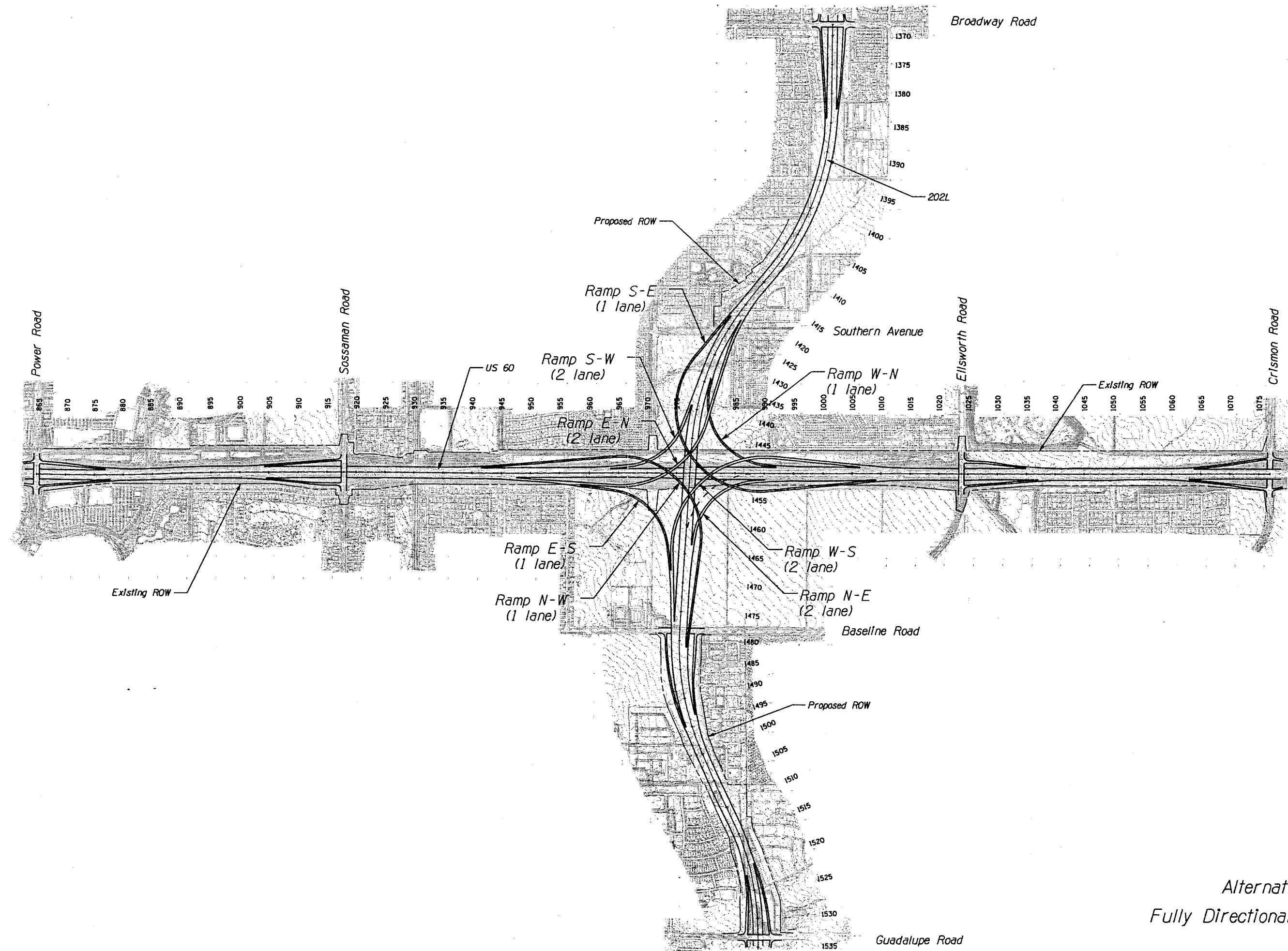
APPENDIX A. PLAN VIEWS, 202L/US60 TRAFFIC INTERCHANGES CONSIDERED BUT ELIMINATED FROM FURTHER STUDY



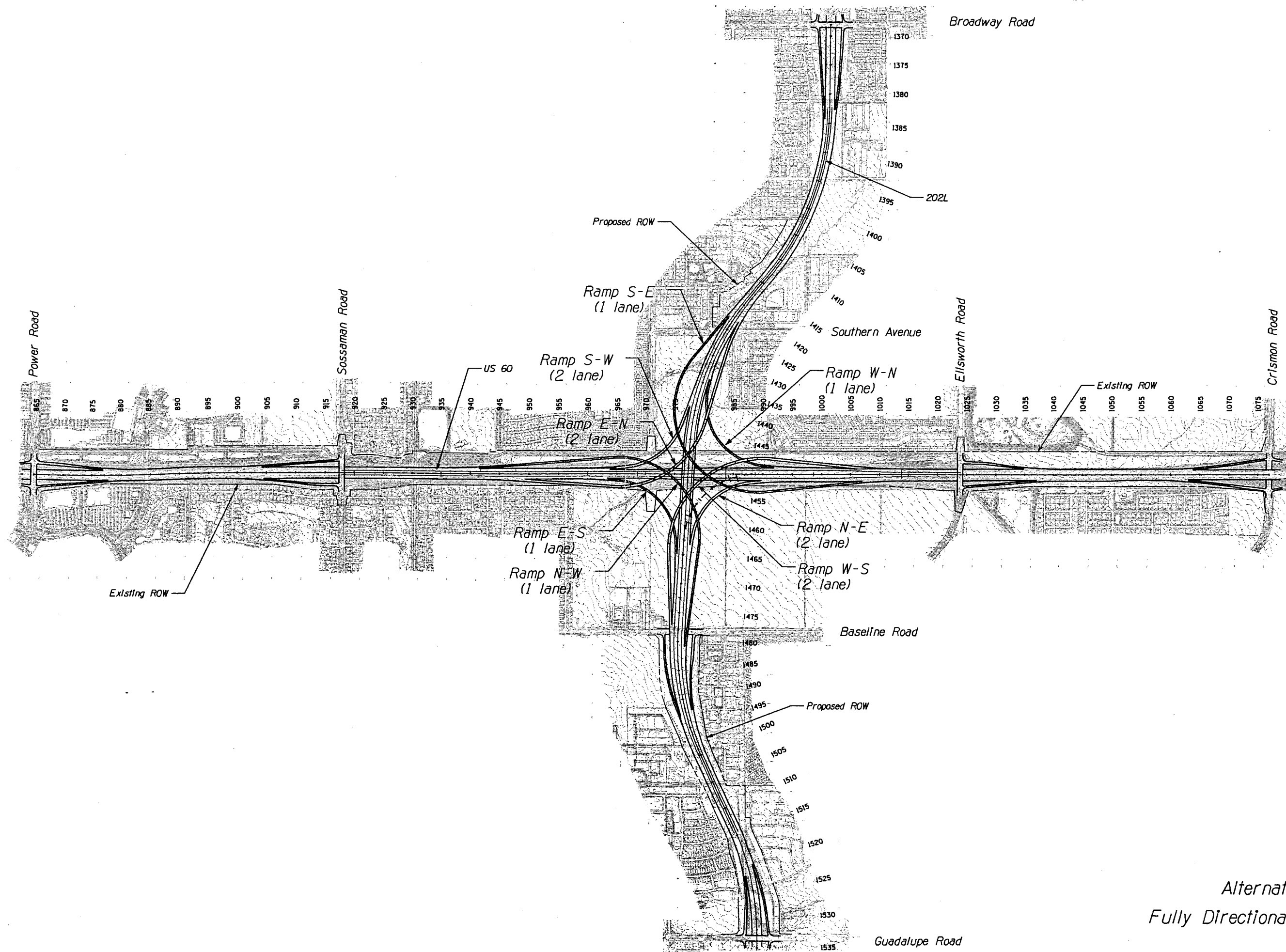
Alternative 2
Modified 1988 Design



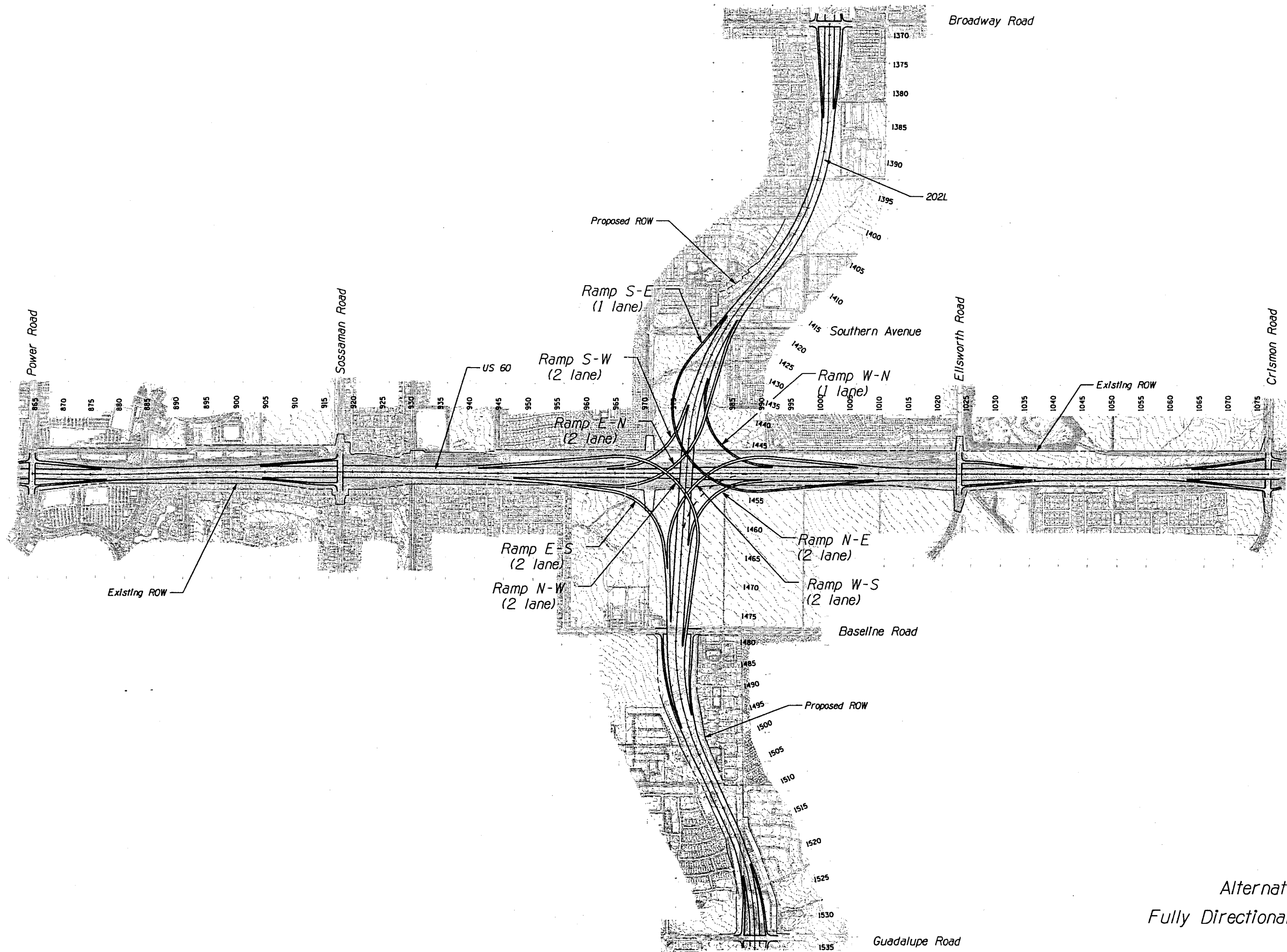
Alternative 3
Fully Directional Interchange



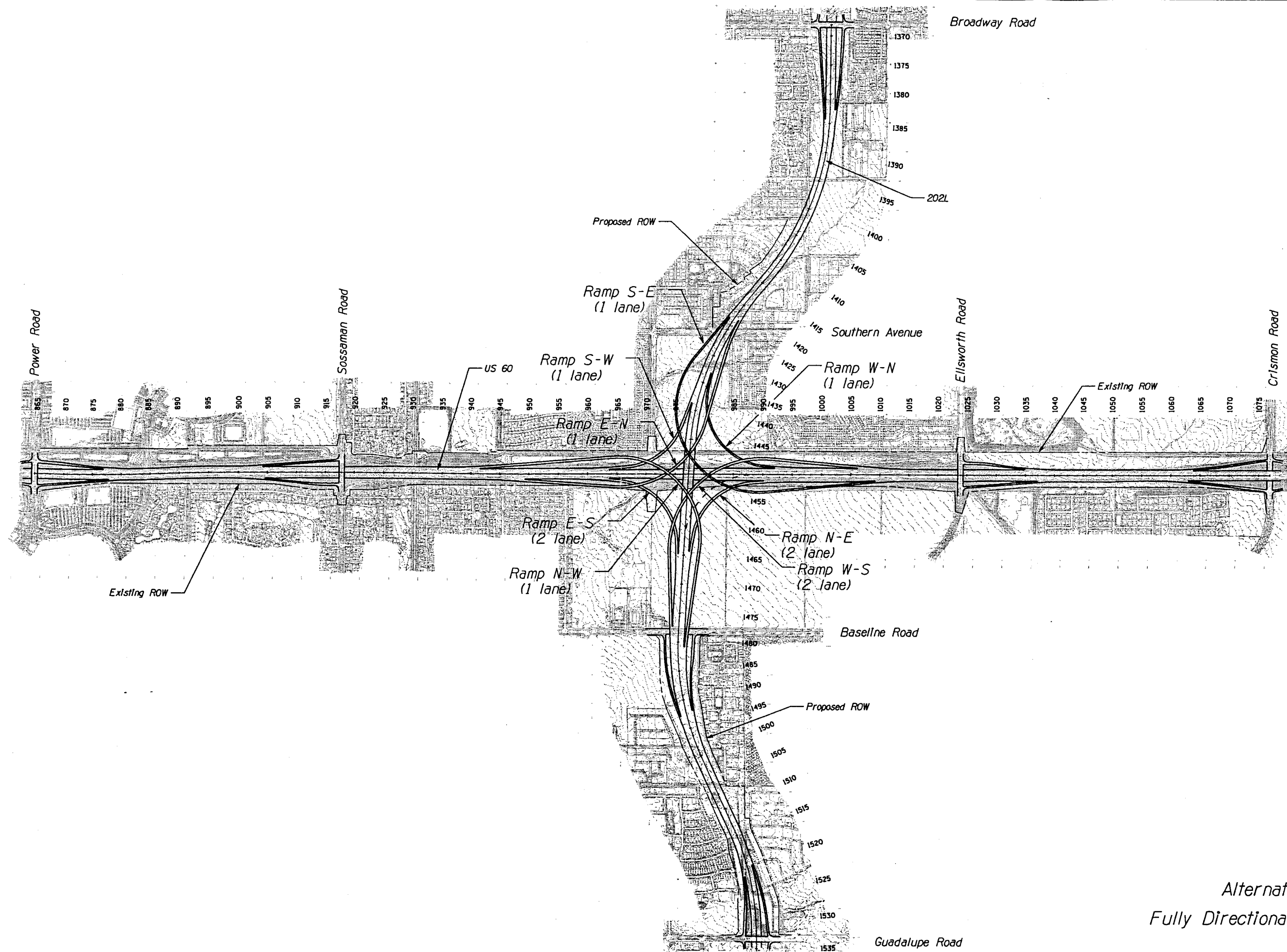
Alternative 4
Fully Directional Interchange



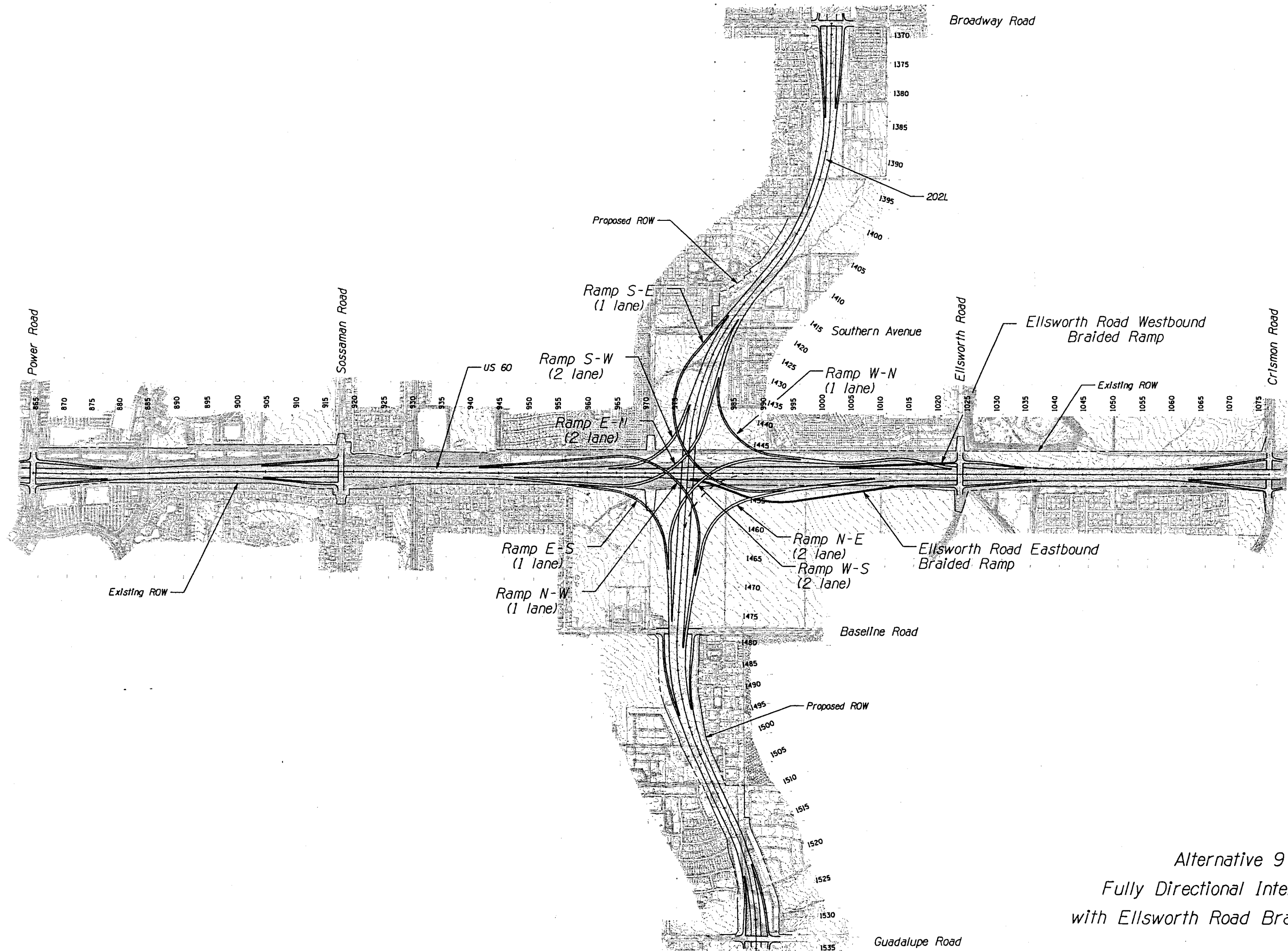
Alternative 5
Fully Directional Interchange



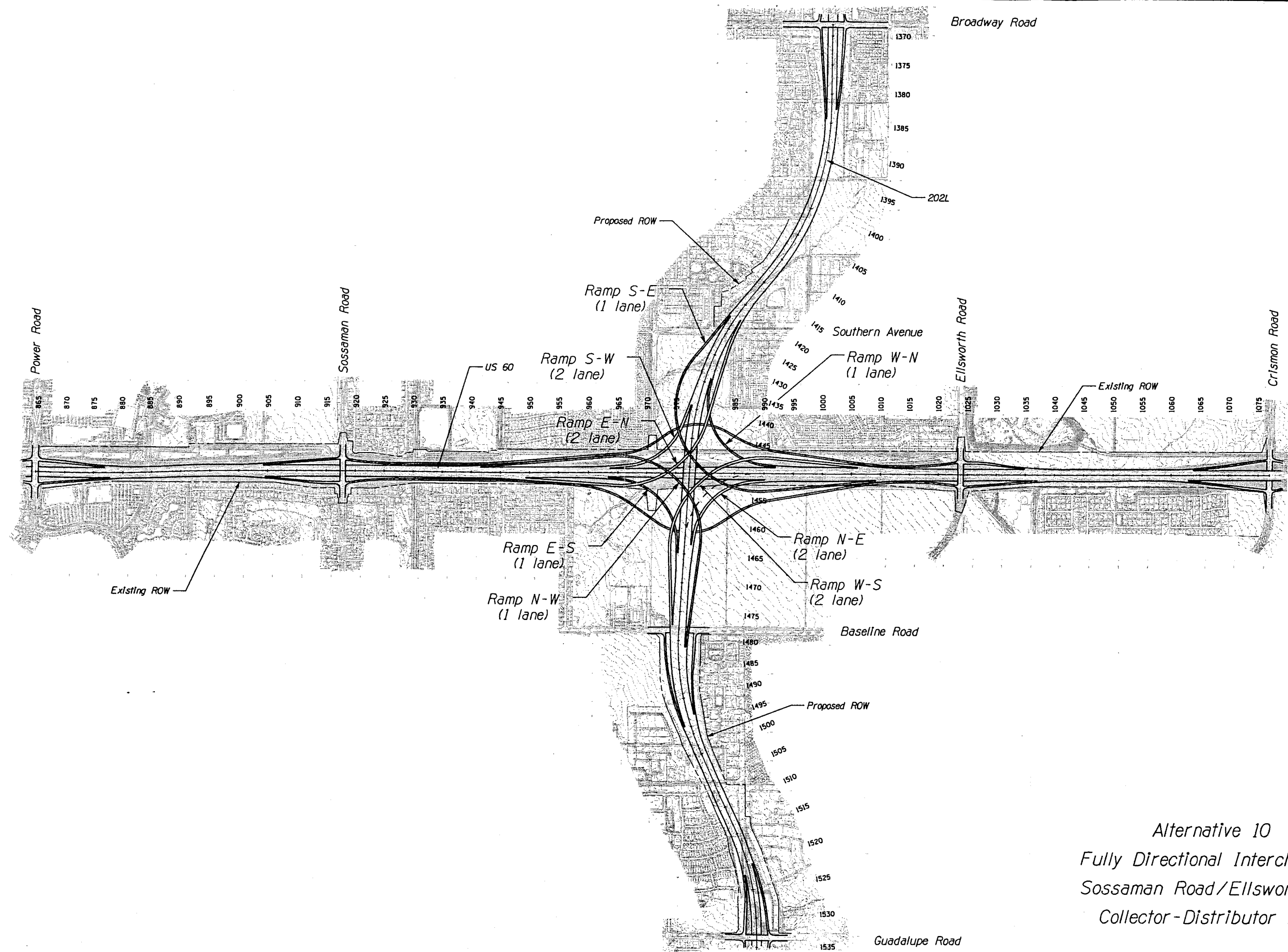
Alternative 6
Fully Directional Interchange



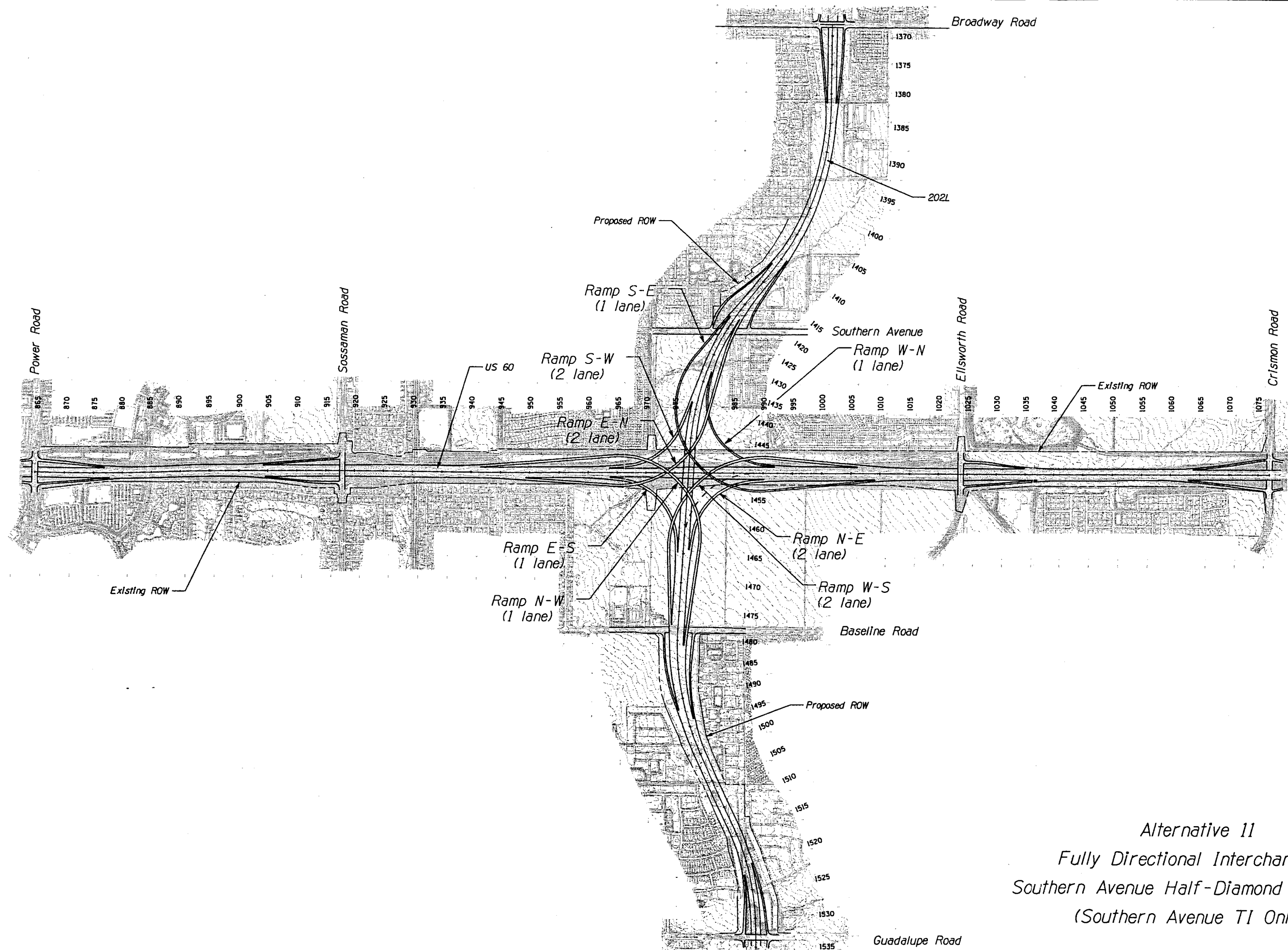
Alternative 8
Fully Directional Interchange



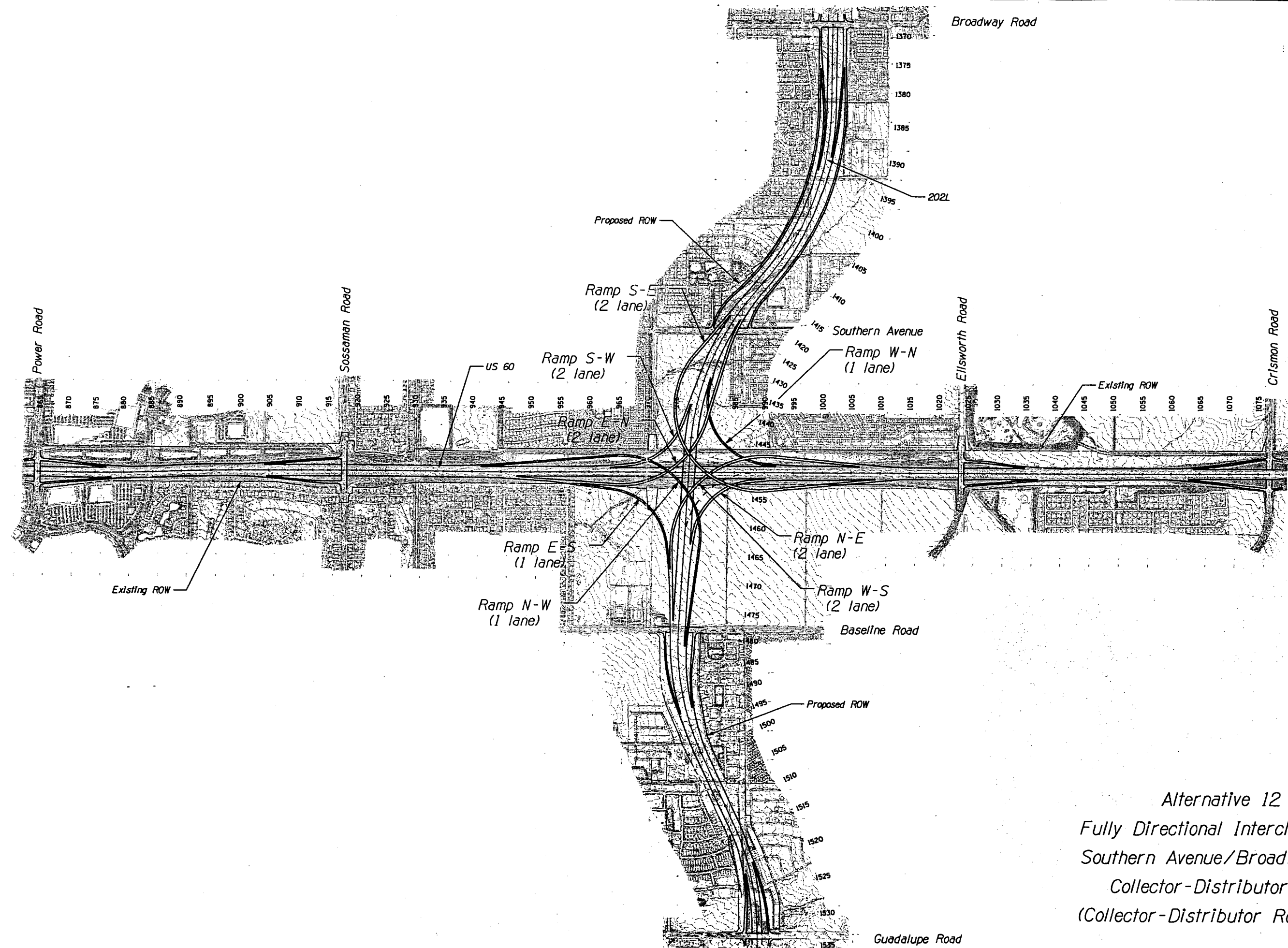
Alternative 9
Fully Directional Interchange
with Ellsworth Road Braided Ramps



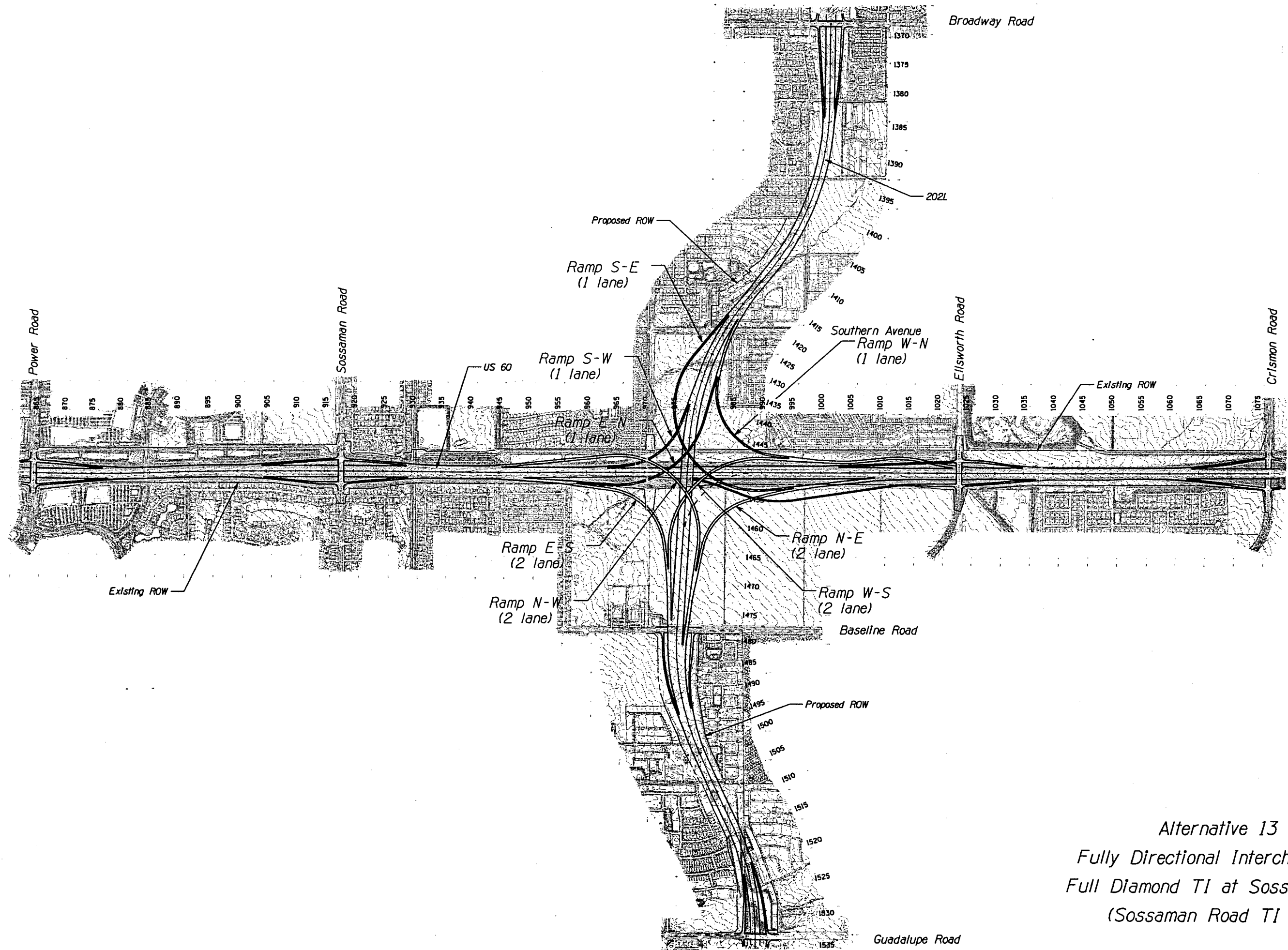
Alternative 10
Fully Directional Interchange with
Sossaman Road/Ellsworth Road
Collector-Distributor Roads



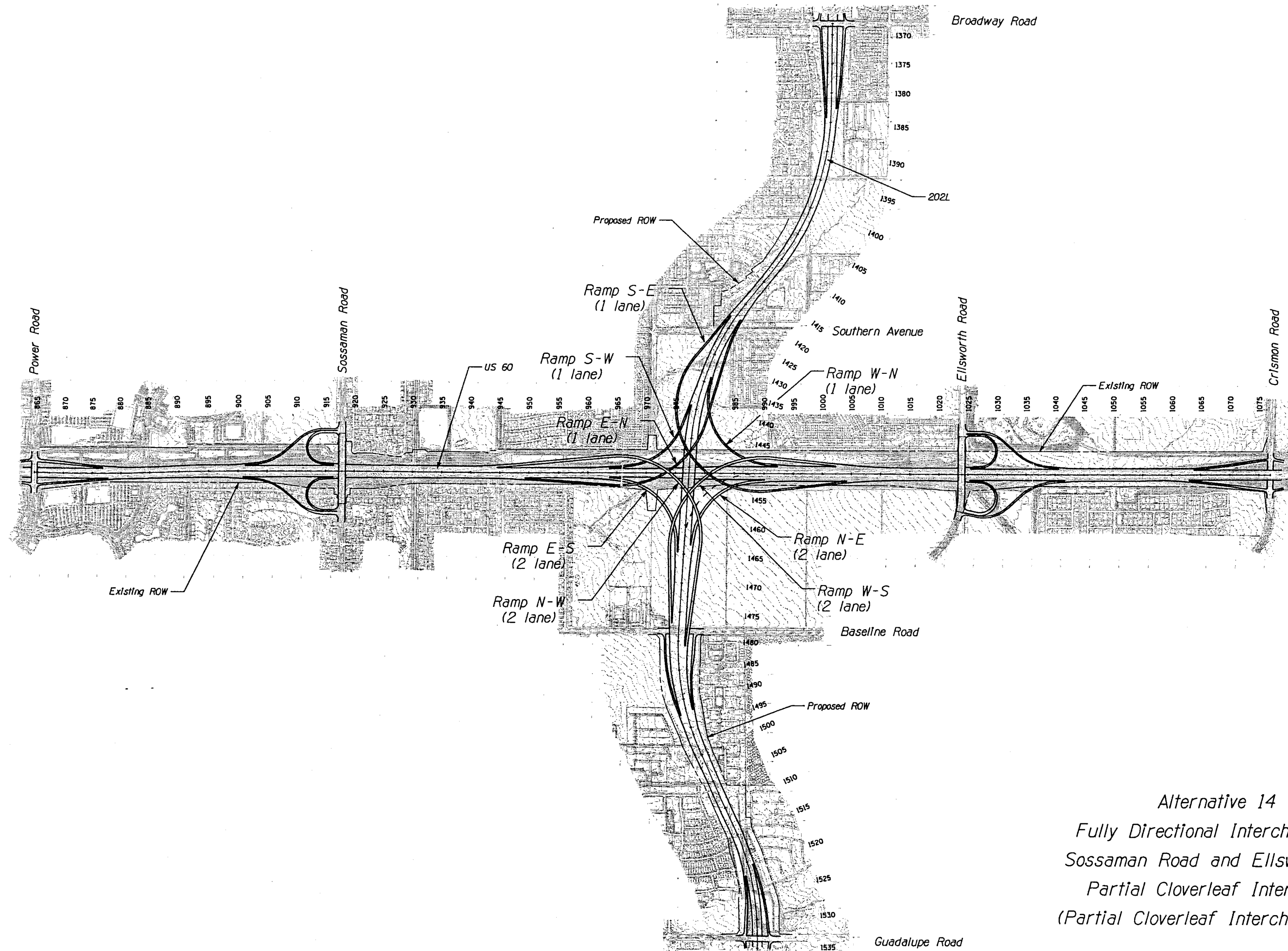
Alternative 11
Fully Directional Interchange with
Southern Avenue Half-Diamond Interchange
(Southern Avenue TI Only)



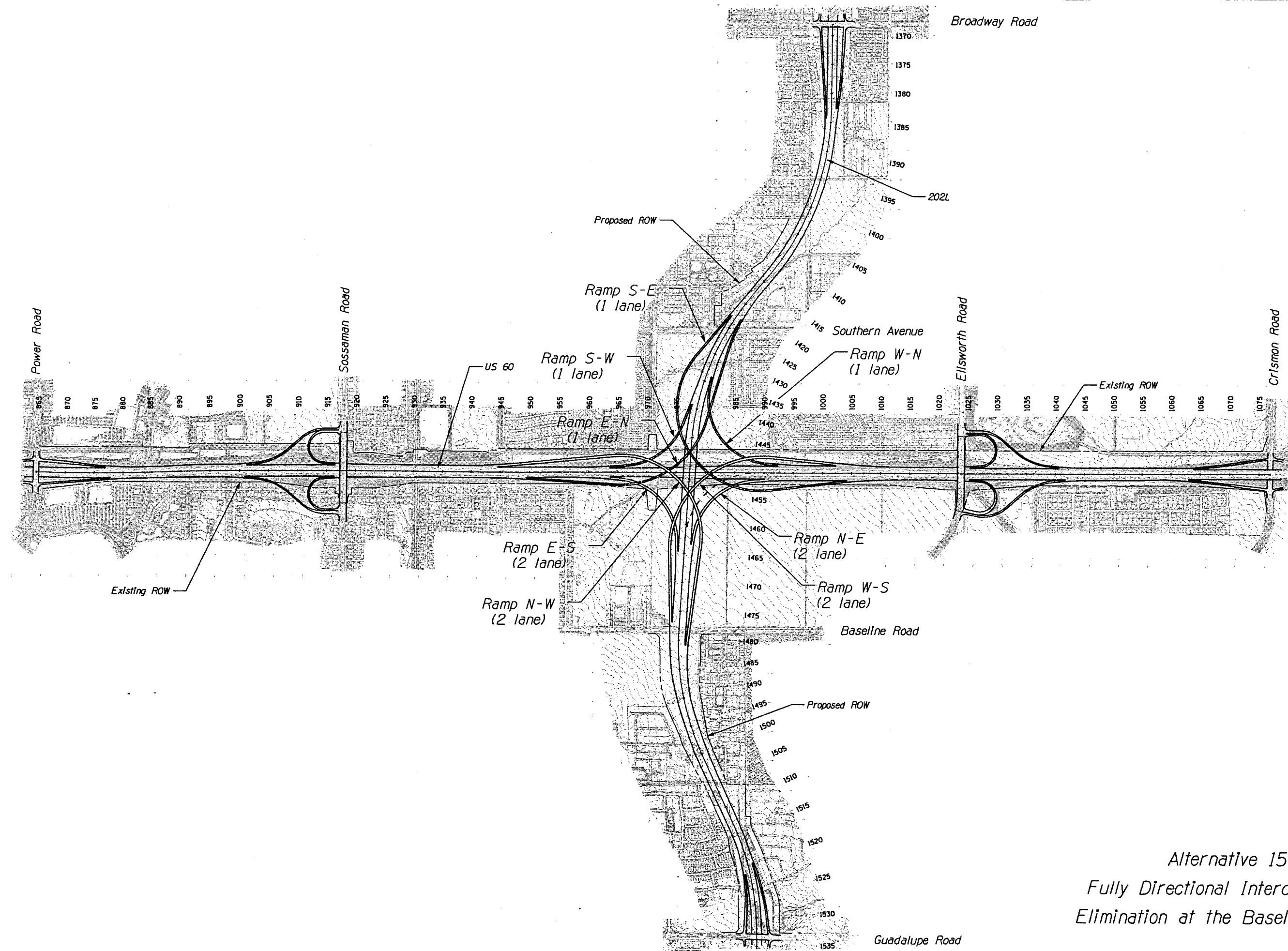
Alternative 12
Fully Directional Interchange with
Southern Avenue/Broadway Road
Collector-Distributor Roads
(Collector-Distributor Roads Only)



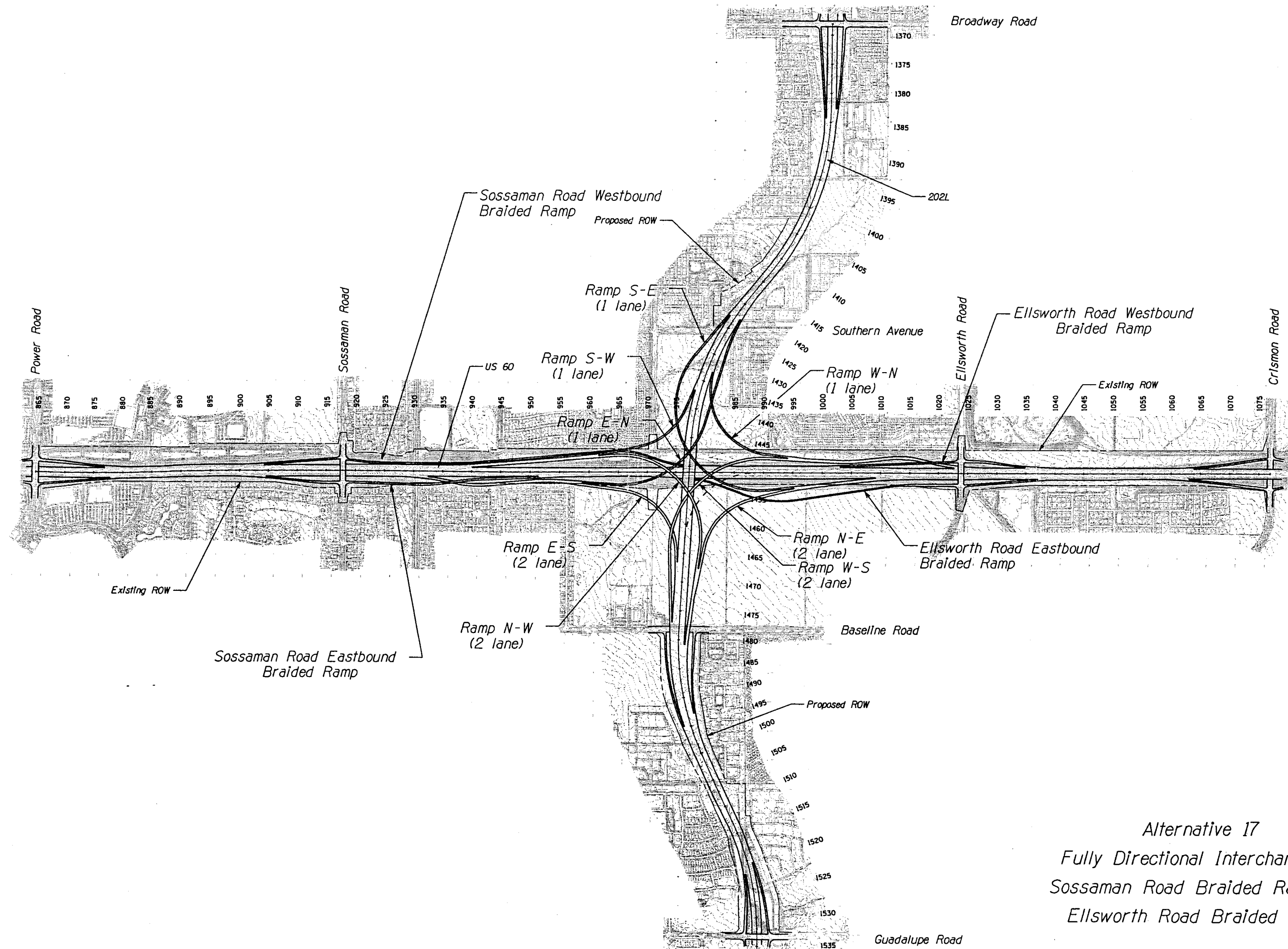
Alternative 13
 Fully Directional Interchange with
 Full Diamond TI at Sossaman Road
 (Sossaman Road TI Only)



Alternative 14
 Fully Directional Interchange with
 Sossaman Road and Ellsworth Road
 Partial Cloverleaf Interchanges
 (Partial Cloverleaf Interchanges Only)



Alternative 15
Fully Directional Interchange with
Elimination at the Baseline Road TI

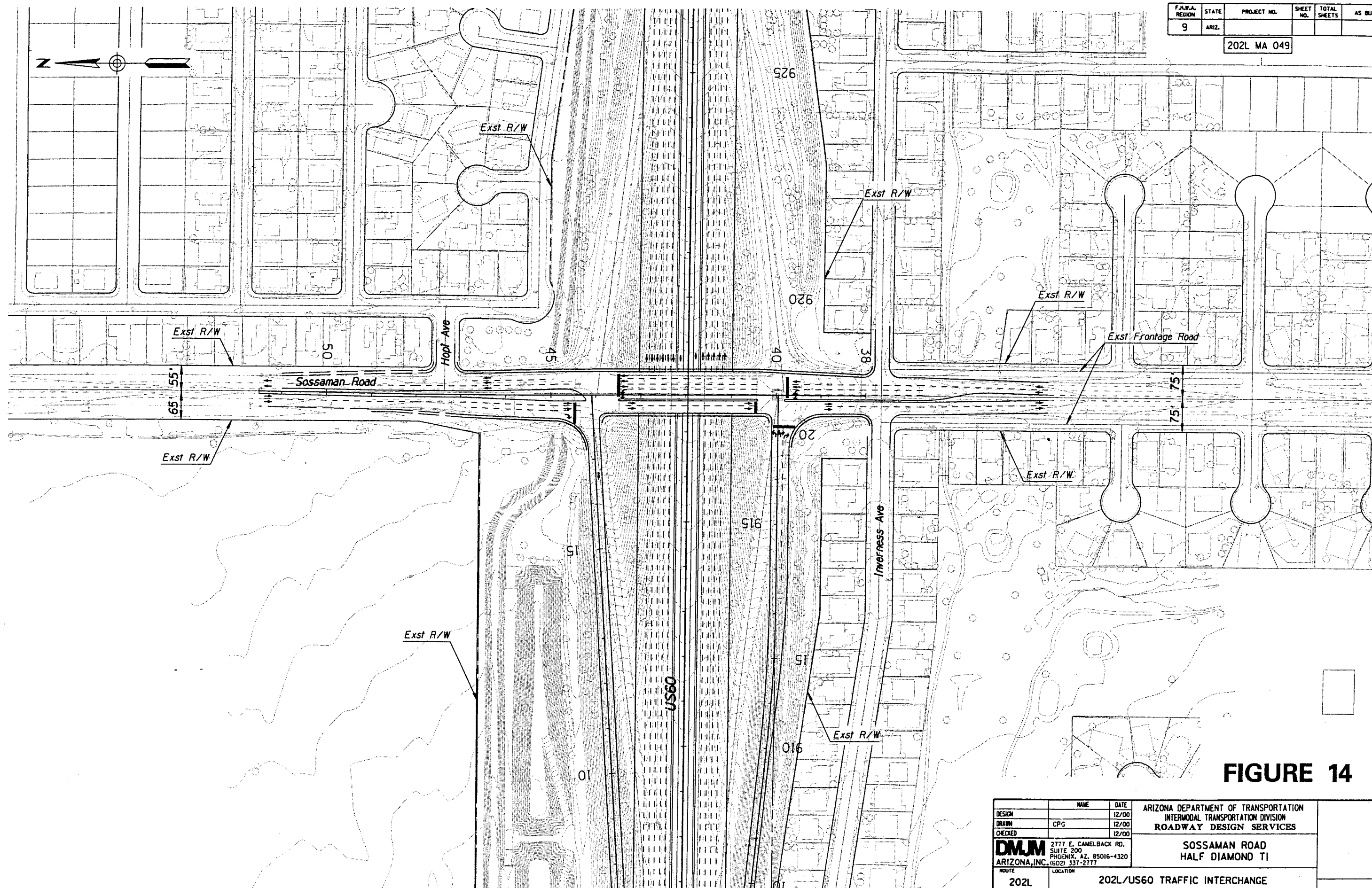


Alternative 17
Fully Directional Interchange with
Sossaman Road Braided Ramps and
Ellsworth Road Braided Ramps

APPENDIX B. PLAN VIEWS, SERVICE TRAFFIC INTERCHANGES RECOMMENDED FOR FURTHER DETAILED STUDY

F.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049



		NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION	
DESIGN			12/00	INTERMODAL TRANSPORTATION DIVISION	
DRAWN	CPG		12/00	ROADWAY DESIGN SERVICES	
CHECKED			12/00		
DMJM		2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ. 85016-4320		SOSSAMAN ROAD HALF DIAMOND TI	
ARIZONA, INC. (602) 337-2777					
ROUTE	LOCATION				
202L	202L/US60 TRAFFIC INTERCHANGE				
TRACS NO. H 5150 OID					OF

DATE- LOCATION- REVISIONS- FINISHED PLANS- SURVEY NO. DATE- LOCATION- REVISIONS- FINISHED PLANS- SURVEY NO.

F.J.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049

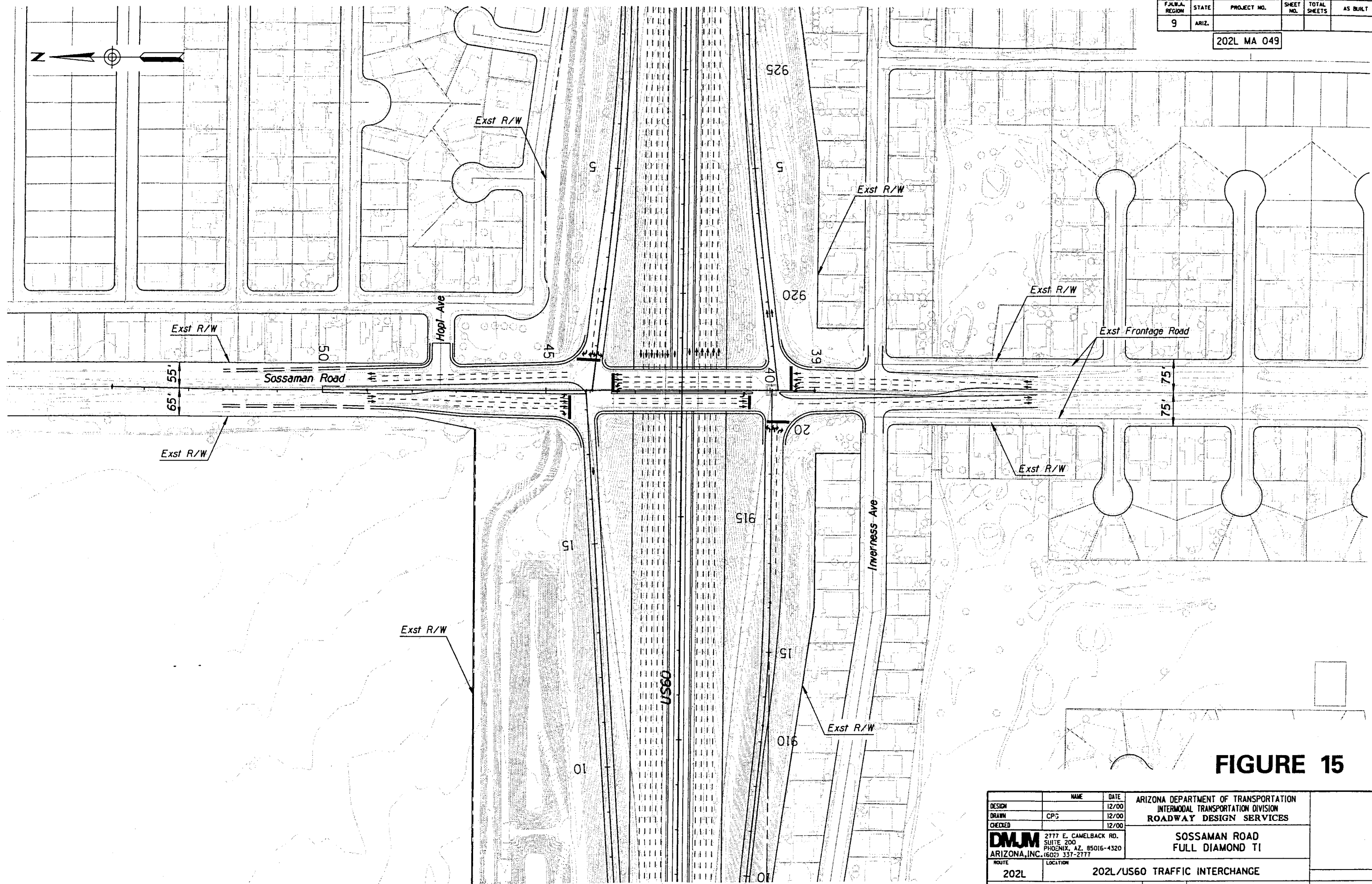


FIGURE 15

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES
DRAWN	CPG	12/00	
CHECKED		12/00	
DMJM 2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ, 85016-4320 ARIZONA, INC. (602) 337-2777			SOSSAMAN ROAD FULL DIAMOND TI
ROUTE	LOCATION		
202L	202L/US60 TRAFFIC INTERCHANGE		
TRACS NO. H 5150 01D			OF

F.A.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049

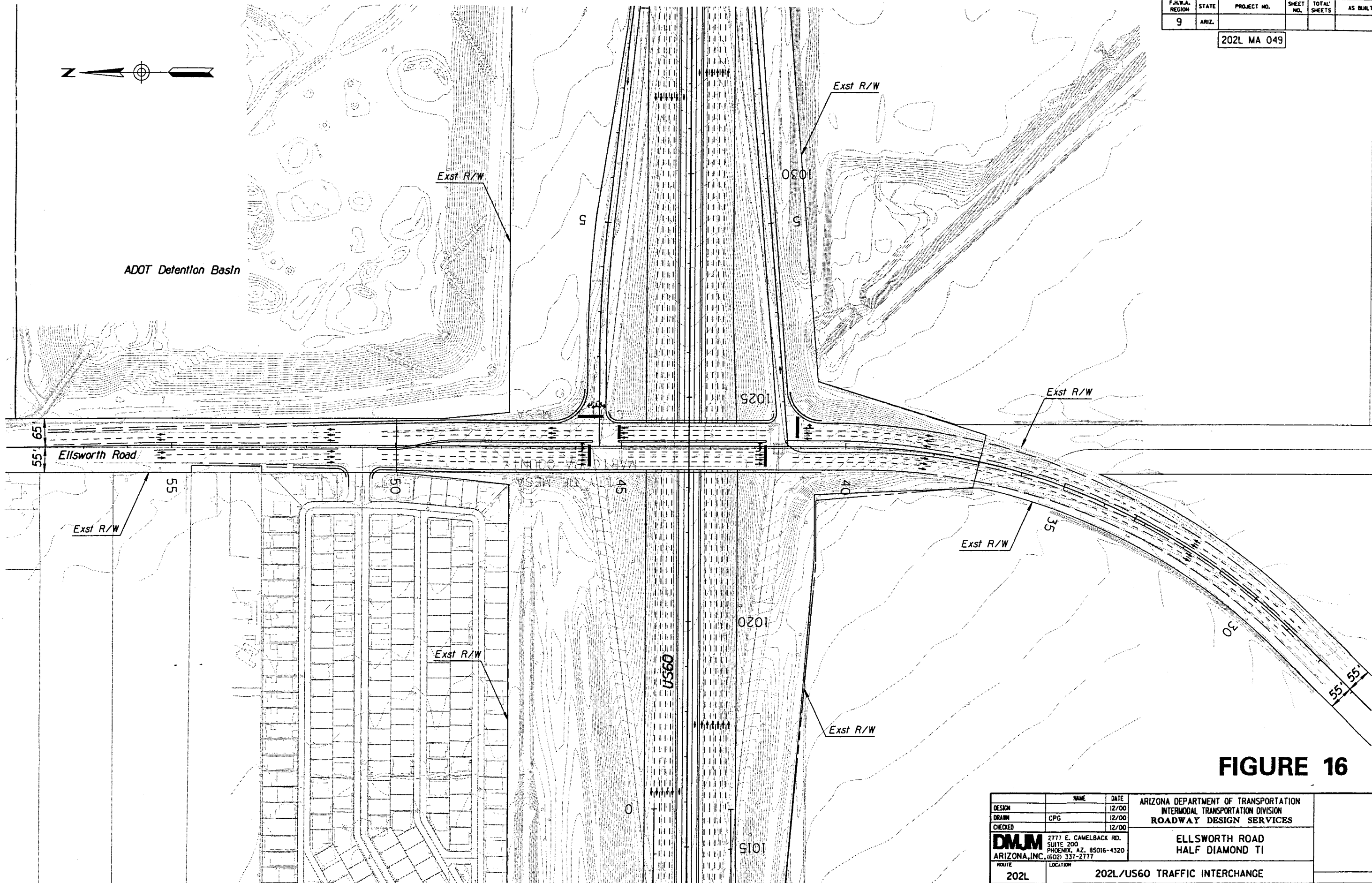


FIGURE 16

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES
DRAWN	CPG	12/00	
CHECKED		12/00	
DMJM 2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ 85016-4320 ARIZONA, INC. (602) 337-2777			ELLSWORTH ROAD HALF DIAMOND TI
ROUTE	LOCATION	202L/US60 TRAFFIC INTERCHANGE	
202L			
TRACS NO. H 5150 01D			OF

DATE: LOCATION: REVISIONS: SURVEY NO. DATE: LOCATION: REVISIONS: SURVEY NO.

DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO. DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO.

F.P.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				
202L MA 049					

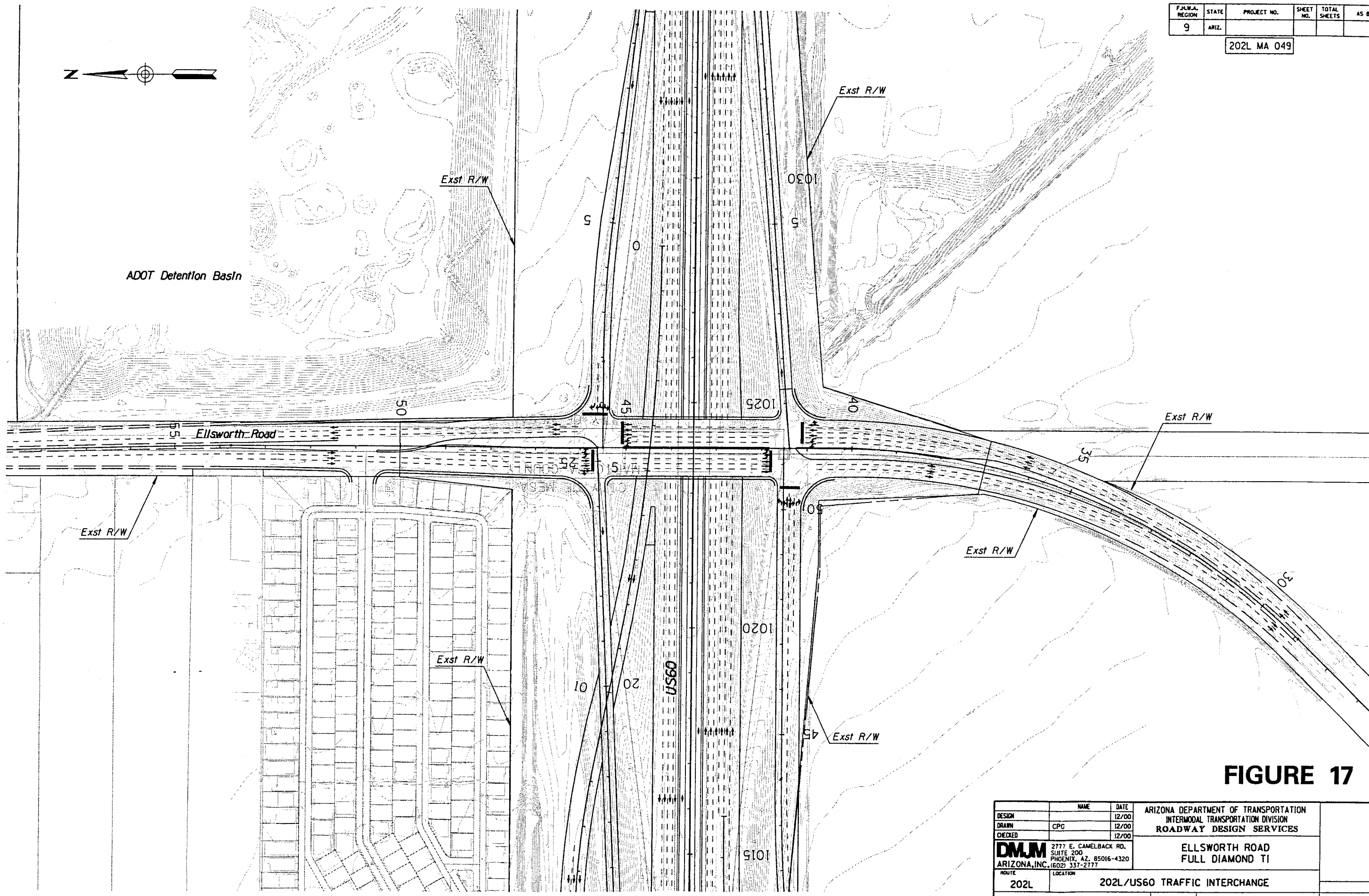
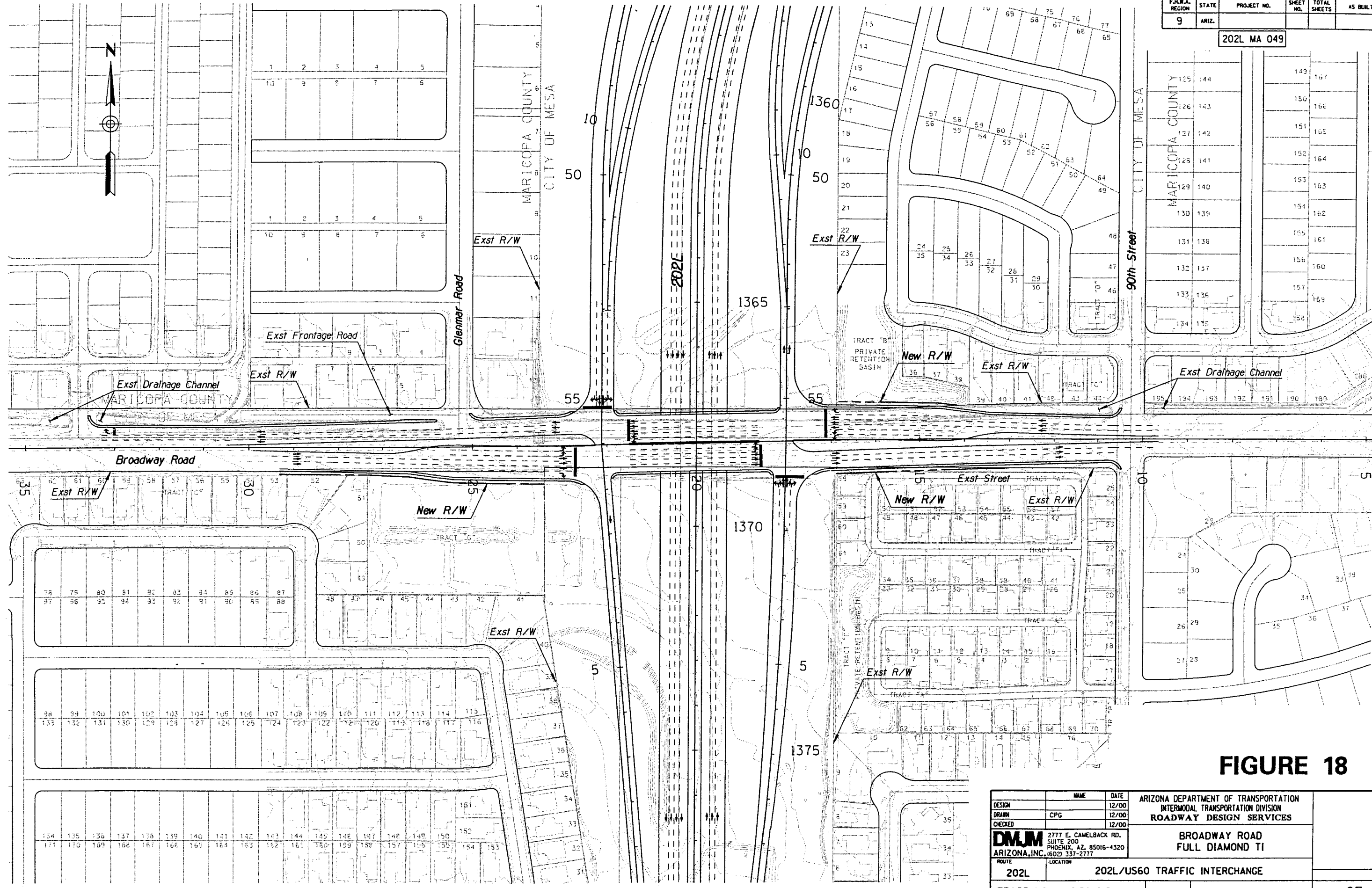


FIGURE 17

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES
DRAWN	CPC	12/00	
CHECKED		12/00	
DMJM 2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ. 85016-4320 ARIZONA, INC. (602) 337-2777			ELLSWORTH ROAD FULL DIAMOND TI
ROUTE	LOCATION	202L 202L/US60 TRAFFIC INTERCHANGE	
TRACS NO. H 5150 01D			OF



F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049

FIGURE 18

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION
DRAWN	CPC	12/00	INTERMODAL TRANSPORTATION DIVISION
CHECKED		12/00	ROADWAY DESIGN SERVICES
DMJM 2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ. 85016-4320 ARIZONA, INC. (602) 331-2777			BROADWAY ROAD FULL DIAMOND TI
ROUTE	LOCATION		
202L	202L/US60 TRAFFIC INTERCHANGE		
TRACS NO. H 5150 OLD			OF

F.J.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049

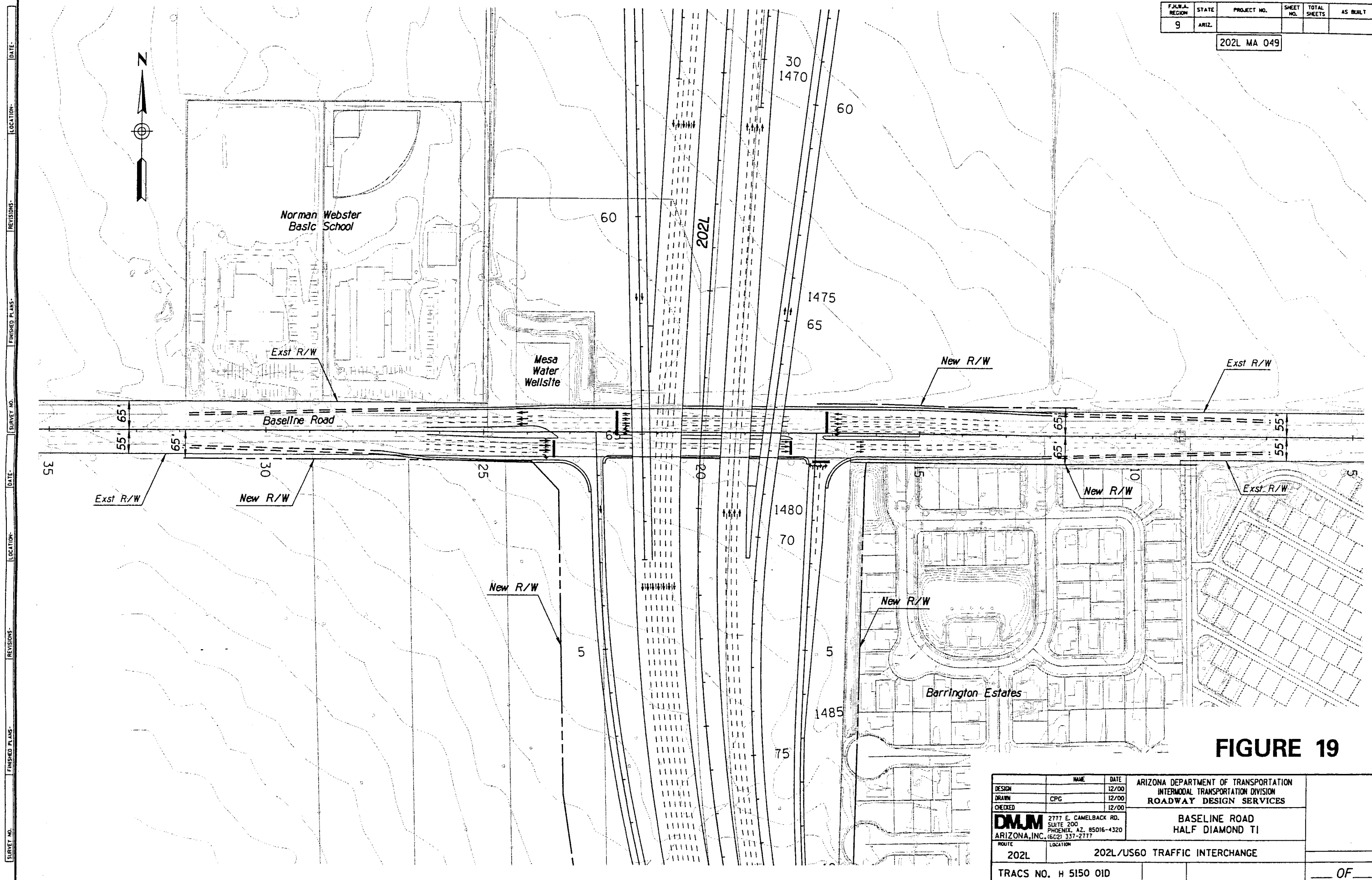


FIGURE 19

DESIGN	NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES
DRAWN	CPG	12/00	
CHECKED		12/00	
DMJM 2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ. 85016-4320 ARIZONA, INC. (602) 337-2777			BASELINE ROAD HALF DIAMOND TI
ROUTE	LOCATION		
202L	202L/US60 TRAFFIC INTERCHANGE		
TRACS NO. H 5150 01D			OF

DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO. DATE: LOCATION: REVISIONS: FINISHED PLANS: SURVEY NO.

F.H.W.A. REGION	STATE	PROJECT NO.	SHEET NO.	TOTAL SHEETS	AS BUILT
9	ARIZ.				

202L MA 049

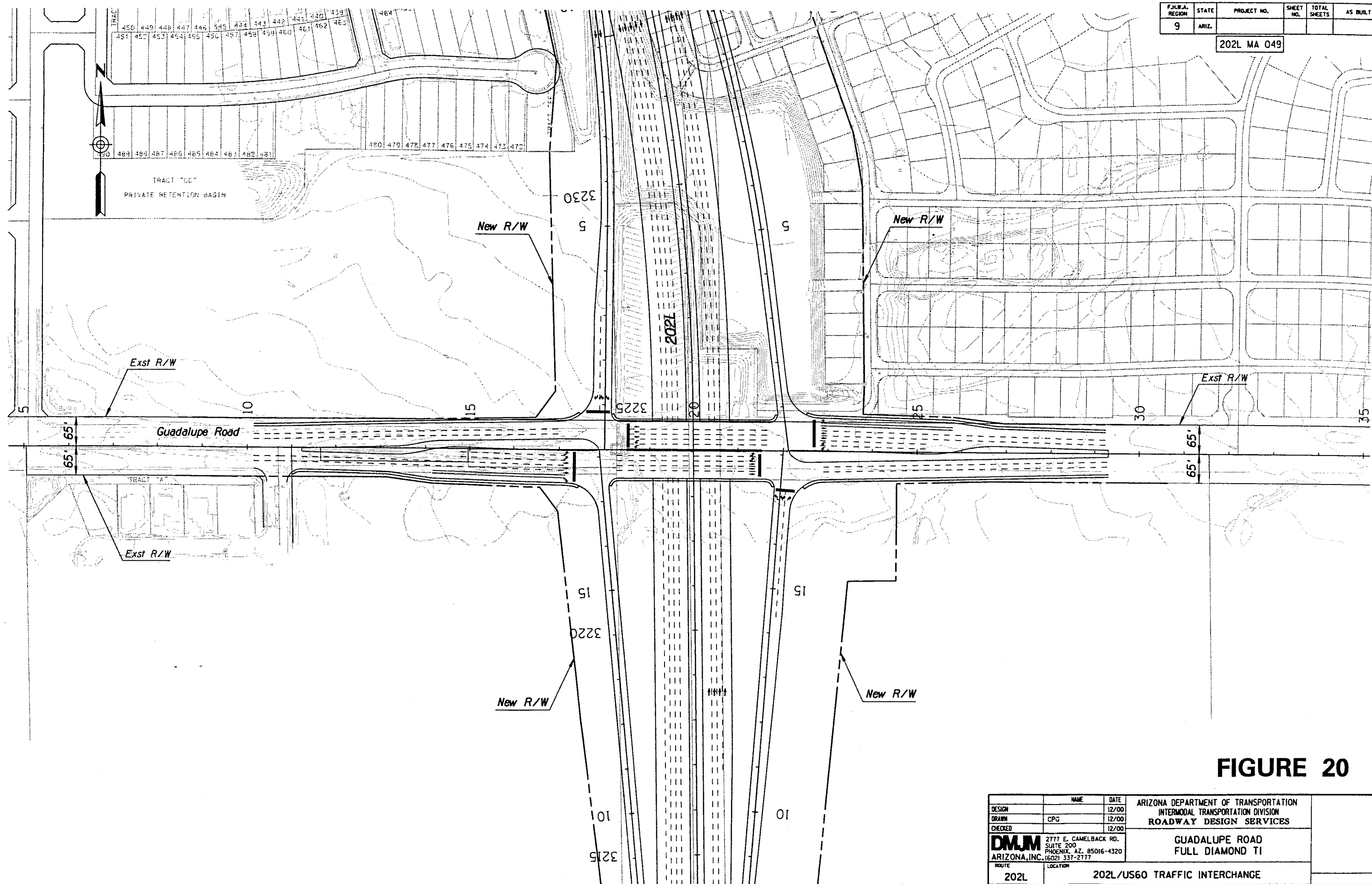


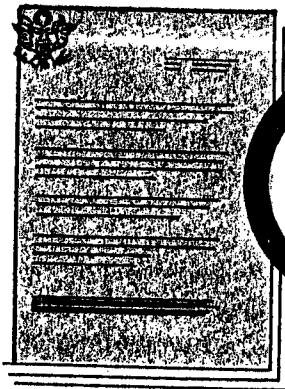
FIGURE 20

		NAME	DATE	ARIZONA DEPARTMENT OF TRANSPORTATION INTERMODAL TRANSPORTATION DIVISION ROADWAY DESIGN SERVICES
DESIGN			12/00	
DRAWN	CPG		12/00	
CHECKED			12/00	
DMJM		2777 E. CAMELBACK RD. SUITE 200 PHOENIX, AZ. 85016-4320 ARIZONA, INC. (602) 337-2777		GUADALUPE ROAD FULL DIAMOND TI
ROUTE		LOCATION		
202L		202L/US60 TRAFFIC INTERCHANGE		
TRACS NO. H 5150 01D				___ OF ___

APPENDIX C. ADOT RELOCATION ASSISTANCE PROGRAM

Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970

Declaration Of Policy



Sec. 201

"The purpose of this title is to establish a **uniform policy for fair and equitable treatment** of persons displaced as a result of federal and federally assisted programs in order that such persons **shall not suffer disproportionate injuries** as a result of programs designed for the benefit of the public as a whole."

Introduction

In a changing America, government programs designed to benefit the public as a whole often result in the acquisition of private property, and sometimes in the displacement of people from their residences, businesses or farms.

As a means of providing uniform and equitable treatment for those persons displaced, your government passed the "Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970," and the "Uniform Relocation Act Amendments of 1987." These two laws are the foundation for the information discussed in this brochure.

The brochure provides general information regarding relocation assistance advisory services and relocation payments. Section I contains information important to persons displaced from residences. Section II provides information about relocation assistance advisory services. Section III contains information for displaced businesses, farms and nonprofit organizations. These policies and provisions are now contained in the governmentwide single rule published in the Federal Register of March 2, 1989 under 49 CFR Part 24. The rule provides the regulations for all Federal and federally-aided programs and projects.

If you are required to move as a result of a Federal or federally assisted program or project, a relocation counselor will contact you. The counselor will answer your specific questions and provide additional information you may need.

Some Important Definitions . . .

Program or Project Any activity or series of activities undertaken by a Federal agency, or any activity undertaken by a State or local agency with Federal financial assistance in any phase of the activity.

Agency In practically all States and Territories, relocation assistance advisory services and payments are administered at the local level by an Agency responsible for the acquisition of real property and/or the displacement of people from property to be used for a federally funded program or project. The Agency may be a Federal agency, a State agency, a local political subdivision such as a county or a city, or a person carrying out a program or project with Federal financial assistance. An Agency may also contract with a qualified individual or firm to administer the relocation program, but the Agency remains responsible for the program.

Displaced Person Any person (individual, family, partnership, association or corporation) who moves from real property, or moves personal property from real property as a direct result of (1) the acquisition of the real property, in whole or in part, (2) a written notice of intent to acquire from the Agency, (3) the initiation of negotiations for the purchase of the real property by the Agency, or, (4) a written notice requiring a person to vacate real property for the purpose of rehabilitation or demolition of the improvements (s), provided the displacement is permanent and the property is needed for a Federal or federally assisted program or project.

Business

Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease, and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property; or for the sale of services to the public; or solely for the purpose of this Act, an outdoor advertising display or displays, when the display(s) must be moved as a result of the project. A "**small business**" is defined as a business having at least one, but not more than 500 employees working at the site being acquired or who will be displaced by a program or project.

Farm

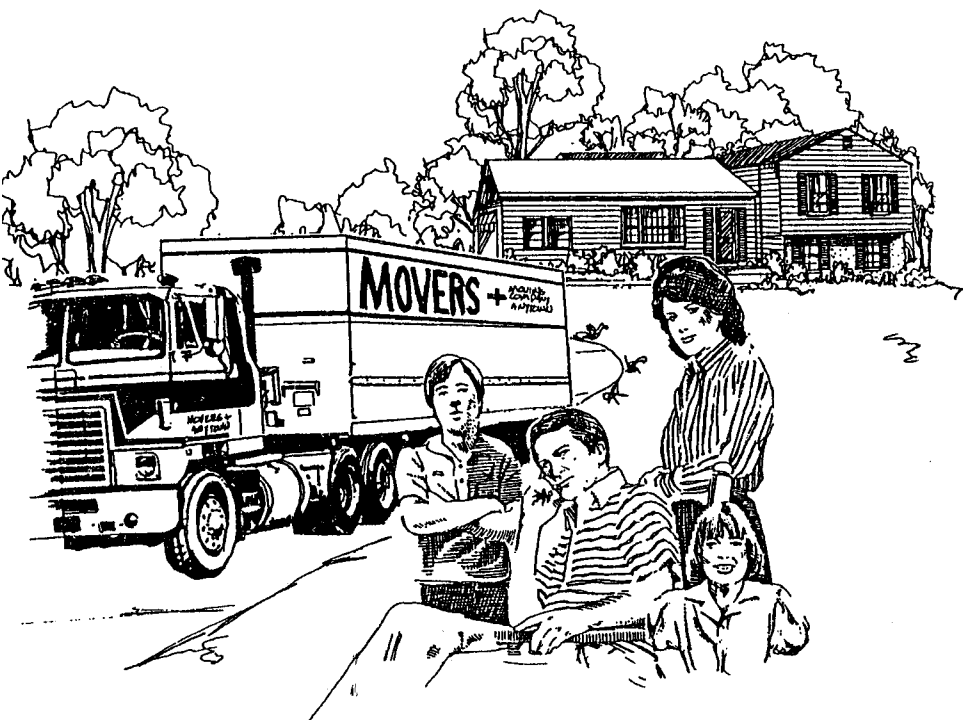
Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

Nonprofit Organization

A public or private entity that has established its nonprofit status under applicable Federal or State law.

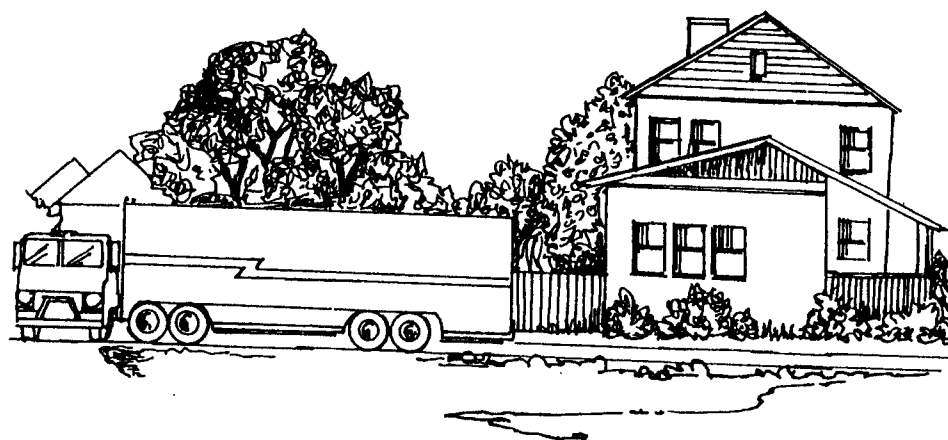
Section I

Information for Persons Displaced from a Residence



Moving Cost Reimbursement:

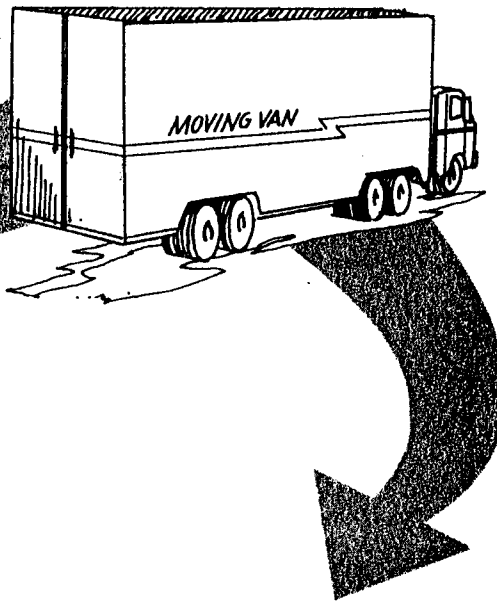
Individuals and Families



If you qualify as a displaced person, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. The methods of moving and the various types of moving cost payments are explained below.

Displaced individuals and families may choose to be paid on the basis of actual, reasonable moving costs and related expenses, or according to a fixed moving cost schedule. However, to assure your eligibility and prompt payment of moving expenses, you should contact the relocation counselor from the agency before you move.

You Can Choose Either:



- OR -

Actual Reasonable Moving Costs

Including

Packing and Unpacking
Temporary Storage
Transportation
Moving Insurance
Other Related Costs

Fixed Moving Cost Schedule

Schedule

Established
for your State
of Residence

Actual Reasonable Moving Costs

You may be paid for your actual reasonable moving costs by a professional mover plus related expenses, or you may move yourself. Reimbursement will be limited to a 50 mile distance in most cases. Related expenses involved in the move may include:

- Packing and unpacking personal property.
- Disconnecting and reconnecting household appliances.
- Temporary storage of personal property.
- Insurance while property is in storage or transit.
- Transfer of telephone service and other similar utility reconnections.
- Other expenses considered eligible by the Agency.

All expenses must be considered necessary and reasonable by the Agency and supported by paid receipts or other evidence of expenses incurred.

Fixed Moving Cost Schedule

Or you may choose to be paid on the basis of a fixed moving cost schedule established for your State of residence. The amount of the payment is based on the number of rooms in your dwelling. Your relocation counselor will be able to tell you the exact amount you will be eligible to receive if you select this option. The schedule is designed to include all of the expenses incurred in moving, including those services that must be purchased from others.

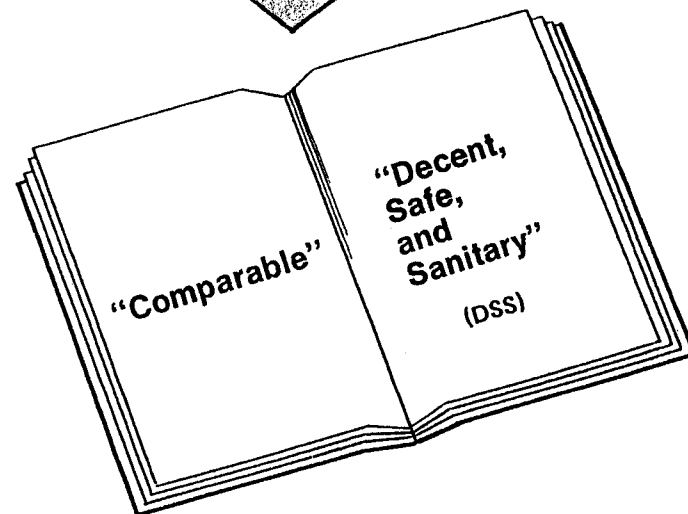
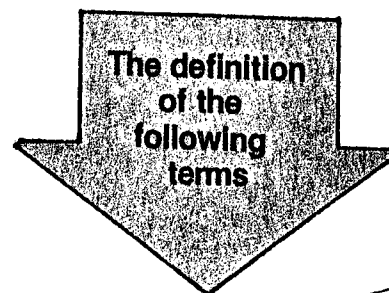
The owner of a displaced mobile home may be entitled to a payment for the cost of moving the mobile home to a replacement site on an actual cost basis. Displaced mobile home occupants (owners or tenants) may also be eligible for a payment for moving personal property from the mobile home such as furniture, appliances and clothing on an actual cost basis, or on the basis of a moving cost schedule. For a complete explanation of all moving cost options involving a mobile home, please discuss the matter with your relocation counselor.

Replacement Housing Payments



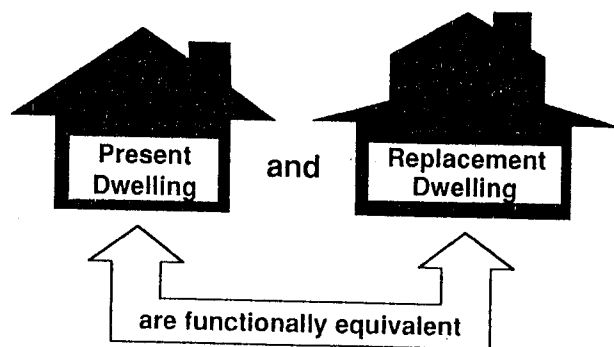
Replacement Housing Payments . . .

Can be better understood if you become familiar with



These terms are explained on the following pages.

A “Comparable” Replacement means that your...



A comparable replacement dwelling must be decent, safe and sanitary, and functionally equivalent to your present dwelling. While not necessarily identical to your present dwelling, a comparable replacement dwelling should be capable of contributing to a comparable style of living and should contain amenities similar to those found in the dwelling from which you are being displaced. In addition, a comparable replacement dwelling should be:

- Adequate in size to accommodate the occupants. (e.g., you and your family).
- Located in an area that is not subject to unreasonable adverse environmental conditions.
- Located in an area that is not less desirable than your present location with respect to public utilities and commercial and public facilities.
- Reasonably accessible to your place of employment.
- Located on a site that is typical in size for residential development with normal site improvements.
- Currently available on the private market.
- Within your **financial means**.

If you are a tenant and the portion of the monthly rent and utility costs you must continue to pay for a replacement dwelling unit, after receiving a rental assistance payment, does not exceed the monthly rent and utility costs that you paid for the displacement dwelling unit, or, if your portion of the payment for the replacement unit does not exceed 30% of your gross household monthly income, the replacement unit is considered to be within your financial means.

If you are a homeowner and you have received a purchase supplement (see page 15), and any additional amount that might be required under Housing of Last Resort (see pages 26 and 27), the replacement dwelling is considered to be within your financial means.

Decent, Safe and Sanitary*

Replacement housing must be decent, safe, and sanitary... which means it meets all of the minimum requirements established by Federal regulations and conforms to applicable housing and occupancy codes. The dwelling shall:

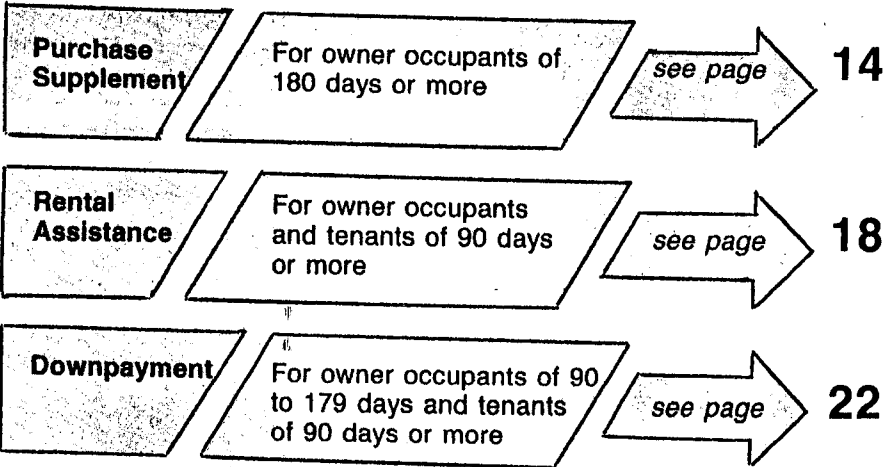
- Be structurally sound, weathertight, and in good repair.
- Contain a safe electrical wiring system adequate for lighting and electrical appliances.
- Contain a heating system capable of sustaining a healthful temperature (of approximately 70 degrees) except in those areas where local climatic conditions do not require such a system.
- Be adequate in size with respect to the number of rooms and area of living space to accommodate the displaced person(s).
- Contain a well-lighted and ventilated bathroom providing privacy to the user and containing a sink, bathtub or shower stall, and a toilet, all in good working order and properly connected to appropriate sources of water and sewage drainage system.
- Contain a kitchen area with a fully usable sink, properly connected to potable hot and cold water and to a sewage drainage system, with adequate space and utility connections for a stove and refrigerator.
- Have unobstructed egress to safe, open space at ground level.
- Be free of any barriers which prevent reasonable ingress, egress, or use of the dwelling in the case of a handicapped displaced person

*Decent, safe and sanitary is frequently abbreviated as DSS and will be so referenced for the remainder of this brochure.

Replacement Housing Payments Are Separated Into Three Basic Types:

- Purchase Supplement
- Rental Assistance
- Downpayment

The type of payment depends on whether you are an owner or a tenant, and how long you have lived in the property being acquired prior to negotiations.



Complete details on length of occupancy requirements follow

The Two Basic Occupancy Time Periods and What You Are Entitled To

There are two basic length-of-occupancy requirements which determine the type of replacement housing payment you are entitled to. Length-of-occupancy simply means counting the number of days that you occupied the dwelling before the date of initiation of negotiations by the acquiring agency for the purchase of the property. The term "initiation of negotiations" means the date the acquiring agency makes the first personal contact with the owner of real property, or his/her representative, to provide a written offer for the property to be acquired.

Owners who were in occupancy 180 days or more prior to the initiation of negotiations may be eligible for a purchase supplement up to \$22,500 or a rental assistance payment up to \$5,250.

If you are a tenant who has been in occupancy for 90 days or more prior to the initiation of negotiations, you may be eligible for a rental assistance payment or a downpayment up to \$5,250. If you are an owner who has been in occupancy from 90 days to 179 days prior to the initiation of negotiations, you may be eligible for a rental assistance payment or a downpayment up to \$5,250, however, the downpayment cannot exceed the amount of the payment you would have received if you had been a 180-day owner.

If you were in occupancy at the time of the initiation of negotiations, but less than 90 days prior to that date, you will be considered a displaced person entitled to relocation assistance advisory services and moving payments. You may also be entitled to a rental assistance payment if comparable replacement rental housing is not available at a monthly rental rate of 30% or less of your gross monthly household income. If you are required to pay rent and utilities in excess of 30% for a comparable replacement dwelling unit, you may be eligible for a rental assistance payment under Housing of Last Resort because comparable replacement housing is not available within your financial means. If you do not meet the length-of-occupancy requirements you should meet with your relocation counselor for an explanation of the relocation benefits that you may be eligible to receive.

Purchase Supplement

For Owner Occupants of 180 Days or More

If you are an owner and have occupied your home for 180 days or more immediately prior to the initiation of negotiations for the acquisition of your property, you may be eligible - **in addition to the fair market value of your property** - for a supplemental payment, not to exceed \$22,500 for all costs necessary to purchase a comparable decent, safe, and sanitary replacement dwelling. The agency will compute the maximum payment you are eligible to receive. You must purchase and occupy a DSS replacement dwelling within 1 year.

The Purchase Supplement Includes:

Price Differential

The price differential payment is the amount by which the cost of a replacement dwelling exceeds the acquisition cost of the displacement dwelling. The price differential payment and the following payments are in addition to the acquisition price paid for your property.

Increased Mortgage Interest Costs

You may be reimbursed for increased mortgage interest costs if the interest rate on your new mortgage exceeds that of your present mortgage. To be eligible your acquired dwelling must have been encumbered by a bona fide mortgage which was a valid lien for at least 180 days prior to the initiation of negotiations.

Incidental Expenses

You may also be reimbursed for other expenses such as reasonable costs incurred for title search, recording fees, and certain other closing costs, but not including prepaid expenses such as real estate taxes and property insurance.

The total amount of the purchase supplement cannot exceed \$22,500, according to the law.

Example of A Price Differential Payment Computation

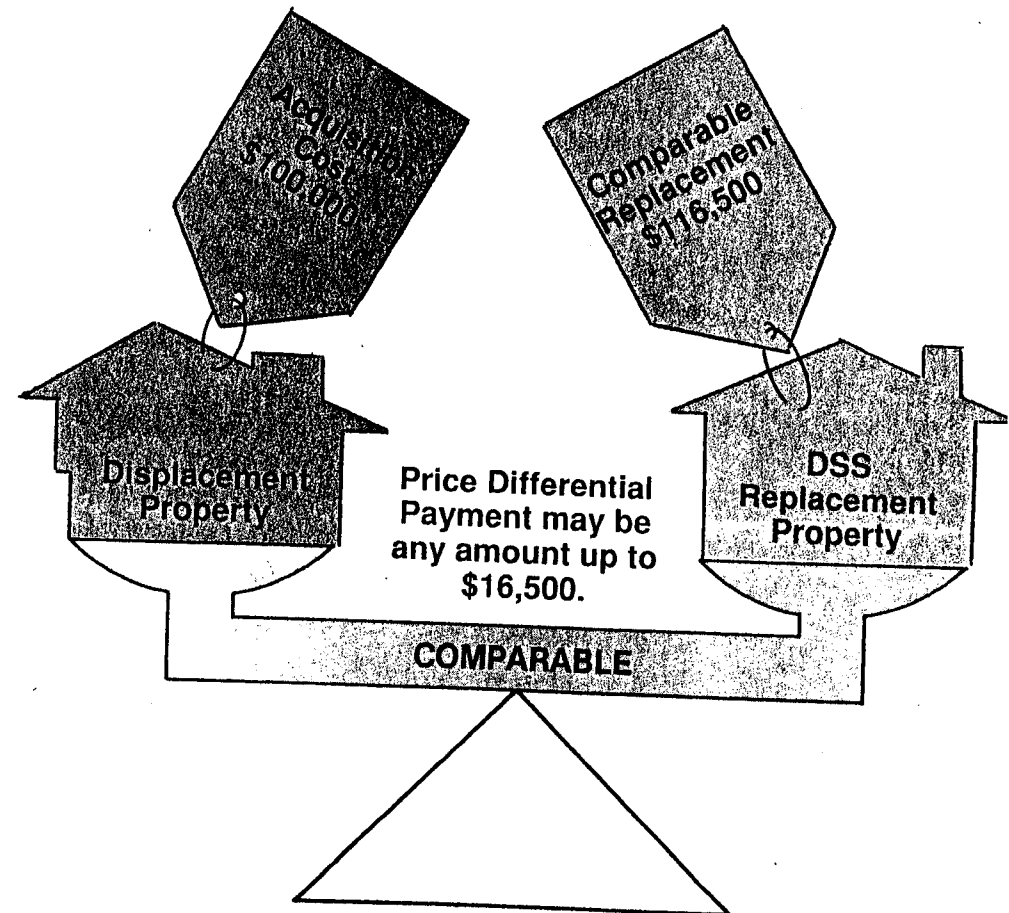
Assume that the Agency purchases your property for \$100,000. After a thorough study of the available comparable residential properties on the open market, the Agency determines that a comparable replacement property will cost \$116,500. If you purchase a DSS replacement property for \$116,500, you will be eligible for a price differential payment of \$16,500; see Example A.

If you purchase a DSS replacement property costing more than \$116,500, you pay the difference as shown in Example B. If your purchase price is less than \$116,500 the price differential payment will be based on your actual cost; see Example C.

The price differential payment you will receive depends on how much you actually spend on a replacement dwelling as shown in the following examples:

Agency's Computation	Cost of Comparable Replacement	\$116,500
	Acquisition Price of Your Property	<u>-100,000</u>
	Maximum Price Differential Payment	\$ 16,500
Example A	Actual Cost of Replacement Property (Same Purchase Price as Comparable)	\$116,500
	Acquisition Price of Your Property	<u>-100,000</u>
	Price Differential Payment	\$ 16,500
Example B	Actual Cost of Replacement Property	\$125,000
	Acquisition Price of Your Property	<u>-100,000</u>
	Difference	\$ 25,000
	Maximum Price Differential Payment	- 16,500
Example C	You Are Responsible For This Amount	\$ 8,500
	Actual Cost of Replacement Property	\$114,000
	Acquisition Price of Your Property	<u>-100,000</u>
	Your Price Differential Payment is (Payment based on your actual cost)	\$ 14,000

Example . . .



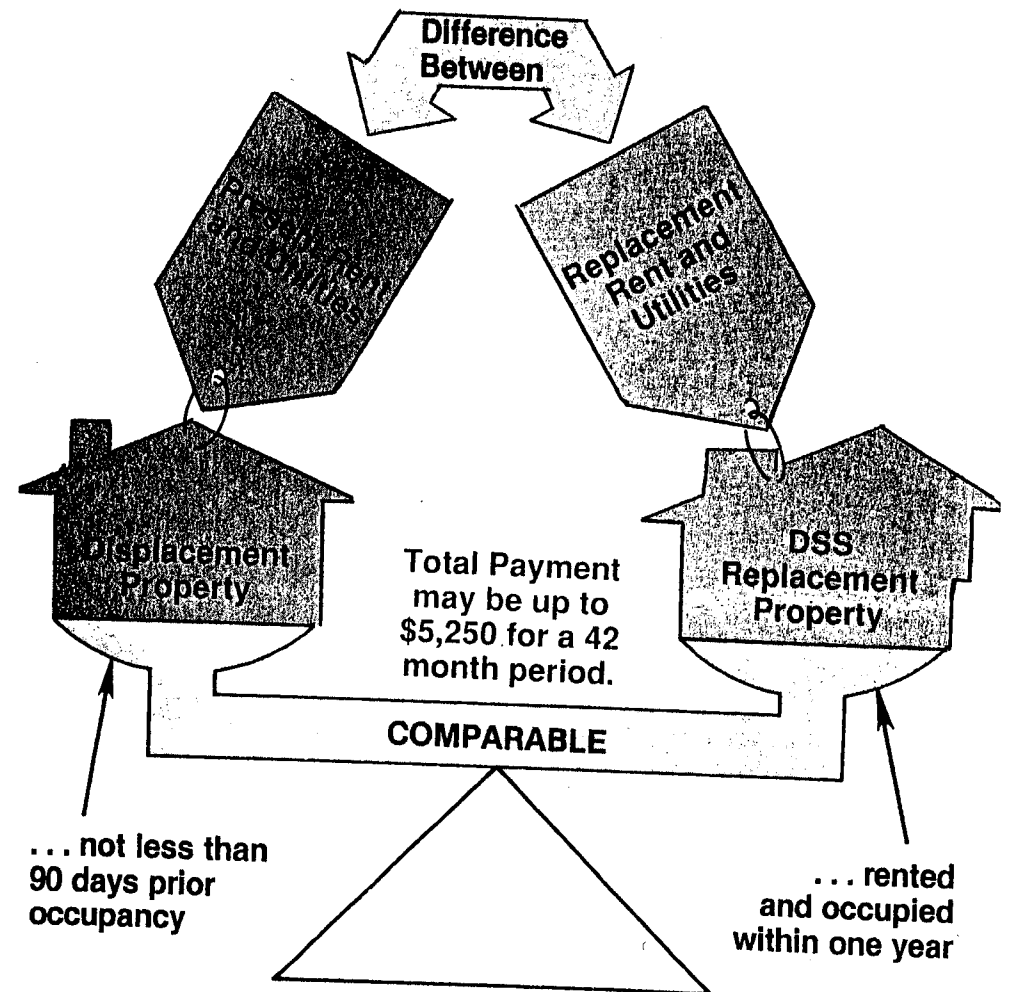
Rental Assistance

For Owner Occupants and Tenants of 90 Days or More

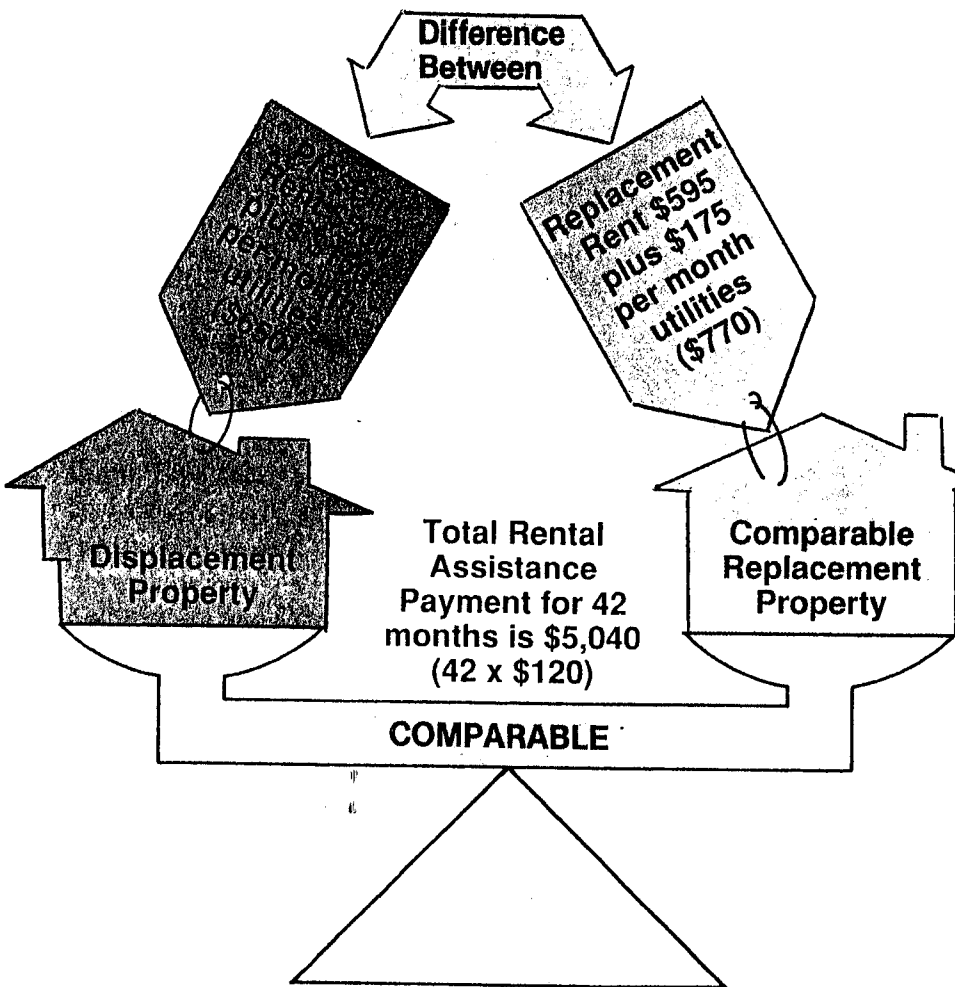
Owner occupants and tenants of 90 days or more may be eligible for a rental assistance payment. To be eligible for a rental assistance payment, tenants and owners must have been in occupancy at least 90 days immediately preceding the initiation of negotiations for the acquisition of the property.

This payment was designed to enable you to rent a comparable decent, safe, and sanitary replacement dwelling for a 42 month period. If you choose to rent a replacement dwelling and the cost of rent and utilities are higher than you have been paying, you may be eligible for a rental assistance payment up to \$5,250.

The agency will determine the maximum payment you may be eligible to receive in accordance with established procedures. The rental assistance payment will be paid in a lump sum unless the agency determines that the payment should be paid in installments. You must rent and occupy a DSS replacement dwelling within 1 year to be eligible.



Example . . .



For Instance...

As an example of how a rental assistance computation is prepared by the Agency, let's assume that you have been paying \$500 per month rent for the dwelling unit occupied by you and purchased by the Agency. You also pay \$150 per month for utilities, (heat, light, water, and sewer). After a study of the rental market, the Agency determines that a replacement rental unit, which is DSS and comparable to your unit, is available for \$595 per month. It is estimated that average monthly utility costs for the replacement unit will be \$175 per month. The maximum rental assistance payment you can receive is \$120 per month for a 42 month period, or a total of \$5,040. The rental assistance payment computation always includes the cost of the four basic utilities, (heat, light, water and sewer), as well as the cost of the rent. If the rent includes utilities a separate computation will not be necessary.

Option A

If you select a replacement dwelling unit that rents for \$650 per month plus utilities, despite the availability of comparable DSS replacement rental units that rent for \$595 per month plus utilities, you will still receive only the maximum amount computed by the Agency, or \$5,040. In other words, you must pay the additional \$55 per month yourself.

Option B

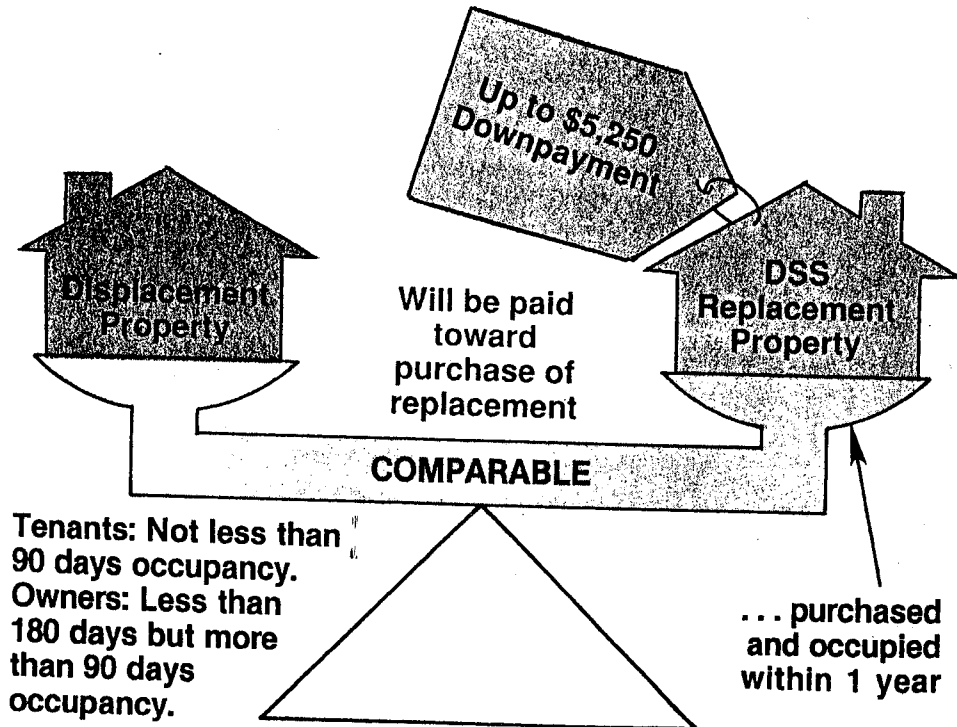
If you select a replacement dwelling unit that rents for more than your present unit, but less than the amount determined by the Agency as necessary to rent a comparable unit, your payment will be based on actual cost. For example, assume you select a replacement dwelling unit that rents for \$575 per month plus \$165 for utilities. On the basis of actual cost you will be eligible for a payment of \$90 per month for 42 months, or \$3,780.

Owners

Displaced owners who are interested in renting a replacement property should contact the Agency for a complete explanation of this option since the computation is more complex.

Downpayment

Owner Occupants of 90 to 179 Days and Tenants of 90 Days or More



Owner-occupants of 90 to 179 days and tenants of 90 days or more may be eligible for a downpayment and incidental expenses, not to exceed \$5,250. The Agency will determine the maximum downpayment you may be eligible to receive based on its computation for a rental assistance payment discussed on page 21, or a maximum of \$5,250. However, the payment for a displaced owner occupant cannot exceed the amount of the payment that would be received by a 180 day owner for the same property as explained on page 15. The relocation counselor will be able to explain how the Agency determines the maximum downpayment assistance payment.

Incidental expenses include the reasonable costs of a title search, recording fees, and certain other closing costs but do not include prepaid expenses such as real estate taxes and property insurance. You may also be eligible for the reimbursement of loan origination or assumption fees, if such fees are normal to real estate transactions in your area and they do not represent prepaid interest. The combined amount of the downpayment and incidental expenses cannot exceed the maximum payment of \$5,250.

Downpayment Computation

	Example 1	Example 2	Example 3
Required Downpayment	\$5,000	\$5,000	\$4,500
Closing & Incidental Costs	+ <u>950</u>	+ <u>950</u>	+ <u>750</u>
Total Amount Needed	\$5,950	\$5,950	\$5,250
Agency Downpayment Payment	- <u>4,800</u>	- <u>5,250</u>	- <u>5,250</u>
Displaced Person Pays	\$1,150	\$ 700	\$ 0



Explanation of Downpayment and Examples

If you are a owner-occupant of 90-179 days or a tenant of 90 days or more, you may be eligible for a downpayment up to \$5,250. The amount of a downpayment you will receive depends upon agency policy. Many agencies will limit such assistance to the amount of the computed rental assistance payment for a tenant or an eligible homeowner, however, the maximum payment cannot exceed \$5,250. This explains the difference in the agency payments depicted in the examples on page 24. Refer to page 21 for a detailed explanation of a rental assistance computation.

On the opposite page, in example 1, the total amount needed to purchase the property exceeded the Agency payment of \$4,800, making it necessary for the displaced person to make up the difference of \$1,150. In example 2, the displaced person must pay \$700 in addition to the agency payment, but in example 3, the agency payment was sufficient to cover the total amount needed. It will not be unusual in today's inflated real estate market to need more for downpayment and closing costs than the maximum payment established by law, however, the payment should be a great help if it enables a displaced tenant to become a homeowner.

The computation of a downpayment for an owner occupant of 90 to 179 days is limited to the amount an owner would have received if the payment were computed on the basis of a purchase supplement for a 180 day owner. See pages 15 and 16 for an explanation of the purchase supplement and sample computations if you are a short term owner of 90 to 179 days. Displaced owner occupants of 180 days or more are not eligible for downpayment assistance.

HOUSING OF LAST RESORT

On most projects, an adequate supply of housing will be available for sale and for rent, and the benefits provided will be sufficient to enable you to relocate to comparable housing. However, there may be projects in certain locations where the supply of available housing is insufficient to provide the necessary housing for those persons being displaced. When a housing shortage occurs, the Agency will solve the problem by the administrative process called Housing of Last Resort.

If comparable housing is not available, or it is not available within the maximum \$5,250 or \$22,500 payment limits, it must be provided before you are required to move.

The Agency may provide the necessary housing in a number of ways, such as:

1. Purchasing an existing comparable residential property and making it available to the displaced person in exchange for the displacement property.
2. The relocation and rehabilitation (if necessary) of a dwelling purchased from the project area by the Agency and making it available to the displaced person in exchange for the displacement property.
3. The purchase, rehabilitation and/or construction of additions to an existing dwelling to make it comparable to a particular displacement property.

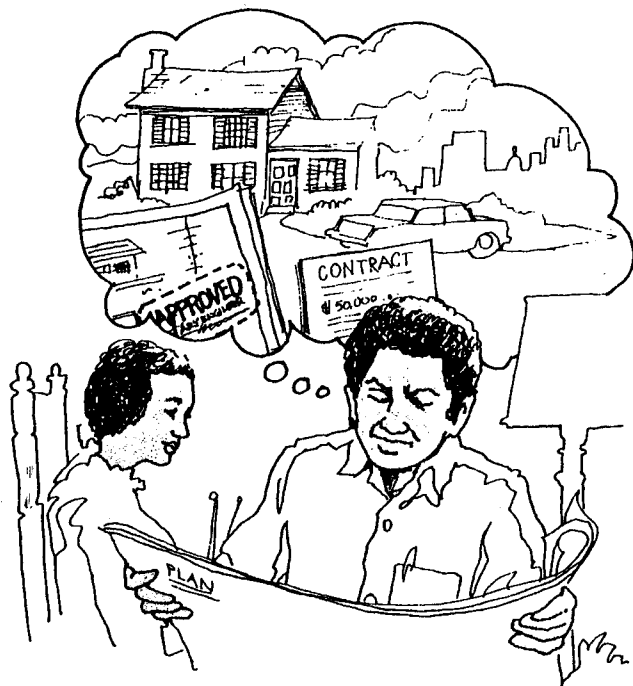
4. The purchase of land and the construction of a new replacement dwelling comparable to a particular displacement property when comparables are not otherwise available.
5. The purchase of an existing dwelling, removal of barriers and/or rehabilitation of the structure to accommodate a handicapped displaced person when suitable comparable replacement dwellings are not available.
6. A replacement housing payment in excess of the maximum \$5,250 or \$22,500 payment limits.
7. A direct loan which will enable the displaced person to construct or contract for the construction of a decent, safe, and sanitary replacement dwelling.

All eligible displaced persons have a freedom of choice in the selection of replacement housing, and the Agency will not require any displaced person, without his/her written consent, to accept a replacement dwelling provided by the Agency. If a displaced person decides not to accept the replacement housing offered by the Agency, the displaced person may secure a replacement dwelling of his/her choice, providing it meets DSS housing standards.

If you are eligible for replacement housing under the Housing of Last Resort program, you will be so informed by the relocation counselor, who will thoroughly explain the program.

To All Persons Displaced From A Residence...

The most important thing to remember is that the replacement dwelling you select must meet the basic "decent, safe, and sanitary" standards. Do not execute a sales contract or a lease agreement until a representative from the Agency has inspected and certified in writing that the dwelling you propose to purchase or rent does meet the basic standards. Please do not jeopardize your right to receive a replacement housing payment by moving into a substandard dwelling.



Fair Housing

The Fair Housing Law (actually Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968) sets forth the policy of the United States to provide, within constitutional limitations, for fair housing throughout the United States. These Acts and Executive Order 11063 make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Whenever possible, minority persons shall be given reasonable opportunities to relocate to decent, safe, and sanitary replacement dwellings, not located in an area of minority concentration, that are within their financial means. This policy, however, does not require an acquiring agency to provide a displaced person with a larger payment than is necessary to enable a person to relocate to a comparable replacement dwelling outside of an area of minority concentration.

Section II

Information on Relocation Services



Relocation Assistance Services . . .

Any individual, family, business or farm displaced by a Federal or federally assisted program shall be offered relocation assistance services for the purpose of locating a suitable replacement property. Relocation services are provided by qualified personnel employed by the Agency. It is their goal and desire to be of service to you, and assist in any way possible to help you successfully relocate.

Remember—they are there to **help** and **advise** you; be sure to make full use of their services. Do not hesitate to ask questions, and be sure you understand fully all of your rights and benefits.

A Relocation Counselor Will Contact You . . .

Residential Assistance

A relocation counselor from the Agency will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview your housing needs and desires will be determined as well as your need for assistance. You cannot be required to move unless at least one comparable replacement dwelling is made available to you. When possible, comparable housing will be inspected prior to being made available to you in order to assure that it meets decent, safe, and sanitary standards.

In addition, if you desire, the relocation counselor will give you current listings of other available replacement housing. Transportation will be provided to inspect available housing, especially if you are elderly or handicapped. The agency will also provide counseling or help you get assistance from other available sources as a means of minimizing hardships in adjusting to your new location.

You will also be provided with information concerning other Federal, State, and local housing programs offering assistance to displaced persons.

Business and Farm Assistance

The relocation counselor will maintain listings of commercial properties and farms whenever businesses and farms are displaced. Steps will be taken to minimize economic harm to displaced businesses and to increase the likelihood of their being able to relocate back into the affected community. The counselor will also explore and provide advice as to possible sources of funding and assistance from other local, State, and Federal agencies.

Social Services Provided By Other Agencies

Your relocation counselor will be familiar with the services provided by other public and private agencies in your community. If you have special problems the counselor will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you. Make your needs known in order that you may receive the help you need.

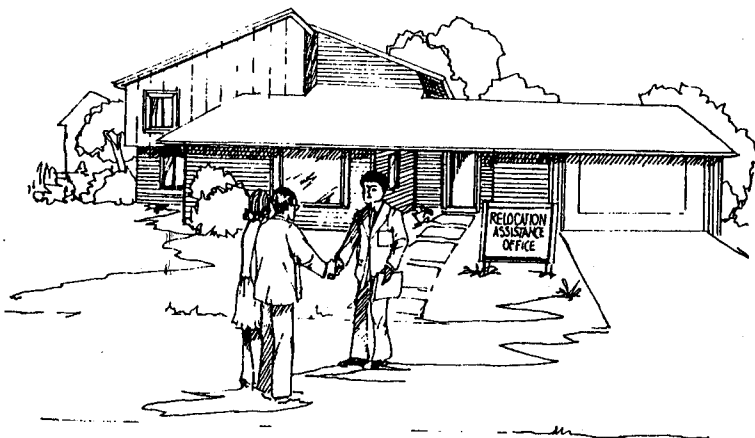


In Addition to Personal Contacts . . .

In addition to personal contacts by the relocation counselor, the Agency may establish a relocation office on or near a project. Project relocation offices are usually open during hours convenient to those persons being displaced, including evening hours when considered necessary by the Agency. The persons employed in the project relocation office will be happy to assist you. The office maintains a variety of information that should be helpful to you, such as:

- Listings of Available Replacement Properties
- Local Housing Ordinances
- Building Codes
- Social Services
- Security Deposits
- Interest Rates and Terms
- Typical Downpayments
- VA and FHA Loan Requirements
- Real Property Taxes
- Consumer Education Literature on Housing

Visit your relocation office if one has been established—you will be more than welcome.



Relocation Advisory Assistance

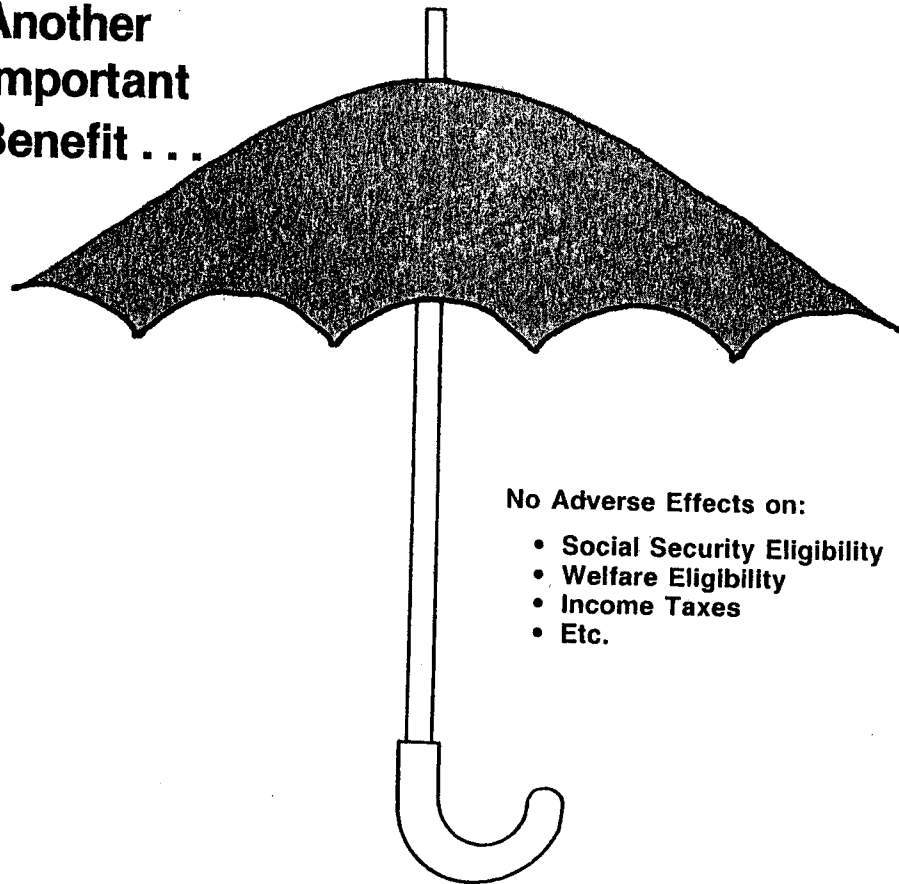
Checklist

This checklist is a summary of the relocation advisory assistance you may reasonably expect to receive if you are displaced by a Federal or federally assisted project. In addition to the services listed, the Agency is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

The Relocation Counselor Must Personally Interview Displaced Persons to:

- Determine their Needs and Preferences
- Explain Relocation Benefits
- Offer Assistance
- Offer Transportation if Necessary
- Assure the Availability of a Comparable Property in Advance of Displacement
- Provide Current Listing of Comparable Properties
- Provide the Amount of the Replacement Housing Payment in Writing
- Inspect Houses for DSS Acceptability
- Supply Information on other Federal and State Programs Offering Assistance to Displaced Persons
- Provide Counseling to Minimize Hardships

Another Important Benefit . . .



No Adverse Effects on:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes
- Etc.

No relocation payment received will be considered as income for the purpose of the Internal Revenue Code of 1954 or for the purposes of determining eligibility or the extent of eligibility of any person for assistance under the Social Security Act or any other Federal law (except for any Federal law providing low-income housing assistance).

Your Right of Appeal

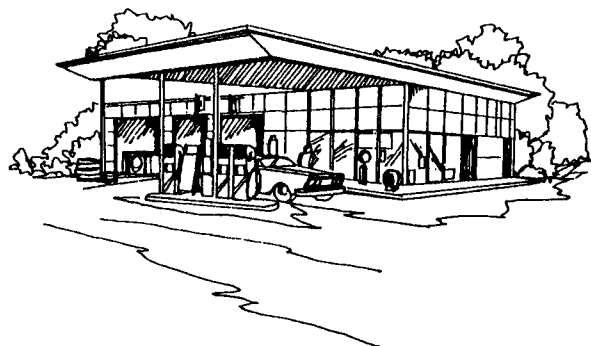
Any aggrieved person may file a written appeal with the head of the Agency if the person believes the Agency has failed to properly determine his or her eligibility for relocation assistance advisory services, or the amount of a relocation payment.

If you have a grievance, you will be given a prompt and full opportunity to be heard. You will also have the right to be represented by legal counsel or other representative in connection with the appeal, (but solely at your own expense).

The Agency will promptly review your appeal and consider all pertinent justification and information available to ensure a fair and full review. The Agency will provide you with a written determination as well as an explanation of the decision. If you are still dissatisfied with the relief granted, the Agency will recommend that you seek a judicial review.

Section III

Information for Businesses, Farms, and Nonprofit Organizations



Moving Cost Reimbursement: Businesses, Farms, and Nonprofit Organizations

Owners or tenants may be paid on the basis of actual reasonable moving costs and related expenses or, under certain circumstances, a fixed payment.

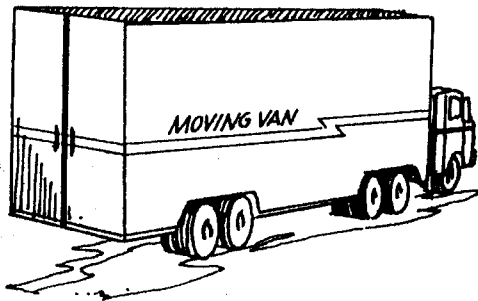
- A. Actual reasonable moving expenses may be paid when the move is performed by a professional mover or if you move yourself (page 41). Related expenses, such as personal property losses (page 42), expenses in finding a replacement site (page 43), and reestablishment expenses (page 44), may also be reimbursable.
- B. Or, you may be eligible for a fixed payment of not less than \$1,000 nor more than \$20,000 in lieu of the payments listed in A above. The fixed payment is based on a two year average of the annual net earnings of a business or farm operation. To qualify for a fixed payment, certain conditions must be met. See page 45 for a detailed explanation of the fixed payment. If you represent a nonprofit organization, this payment is computed differently. Contact your relocation counselor for more details.

Types of Payments

Actual Reasonable Moving Costs

Including

- Personal Property Losses
- Expenses in Finding a Replacement Location
- Reestablishment Expenses



OR

Fixed Payment in Lieu of Moving Costs, Etc.

From

- \$1,000 to \$20,000
Equal to Average
Annual Net Earnings

Two Ways to Move Your Enterprise

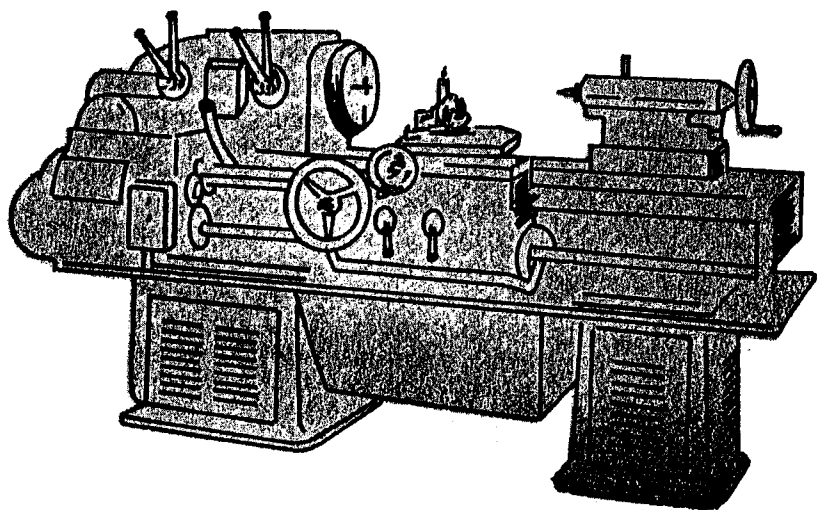
Actual Cost Move. You may be paid the actual, reasonable and necessary costs of your move when the move is performed by a professional mover or when you elect to move yourself under this option, however all of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment and other personal property. Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all inclusive list of moving related expenses. Your relocation counselor will provide you with a complete explanation of reimbursable expenses.

Estimated Cost Move. If you agree to take full responsibility for all or part of the move of your business or farm operation, the Agency may approve a payment not to exceed the lower of two acceptable bids or estimates obtained by the Agency from qualified moving firms, moving consultants, or a qualified Agency staff employee. A low cost or uncomplicated move may be based on a single bid or estimate at the Agency's discretion. The advantage of this moving option is the fact that it relieves the displaced business or farm operator from documenting all moving expenses. The Agency may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate.

Direct Losses of Tangible Personal Property

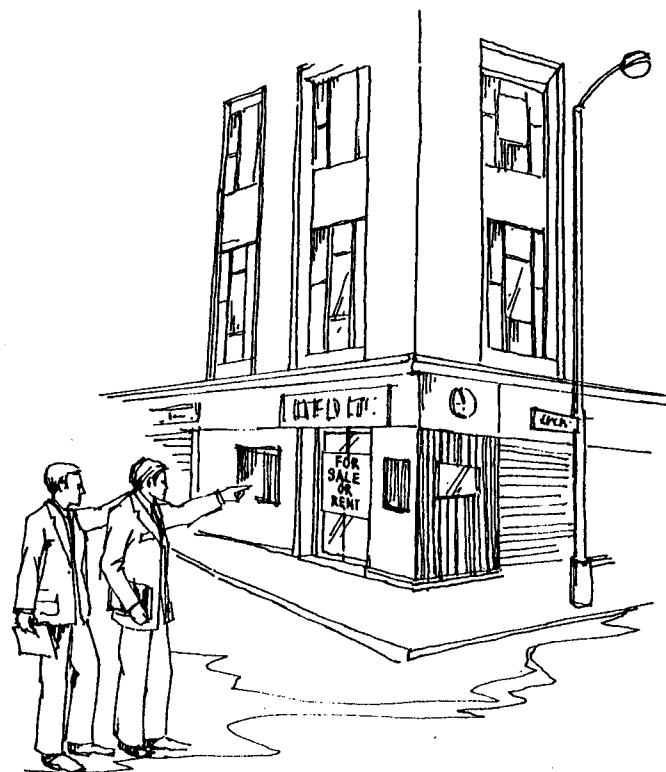
Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the value of the item for continued use at the displacement site less the proceeds from its sale or the estimated cost of moving the item, whichever is the lesser.

Your relocation counselor will explain this procedure in detail if you are faced with this problem.



Searching Expenses for Replacement Property

Displaced businesses, farms, and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$1,000. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to real estate agents, brokers, or consultants; and other expenses determined to be reasonable and necessary by the acquiring agency.



Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site. To qualify, the business, farm or nonprofit organization must have at least one but not more than 500 employees working at the site being affected who will be displaced by a program or project.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.
2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.
3. Installation of exterior advertising signs, not to exceed \$1,500.
4. The cost of installing utilities from the right-of-way line to the structure(s) or improvements on the replacement site.
5. Redecoration or replacement such as painting, wallpapering, panelling and carpeting when required by the condition of the replacement site.
6. The cost of license fees and permits when not covered as a moving expense.
7. Marketing studies, feasibility surveys and soil testing.
8. Advertising the new business location, not to exceed \$1,500.
9. Professional real estate services needed for the purchase or lease of a replacement site.
10. The estimated increased costs of operation at the replacement site during the first two years, not to exceed \$5,000 for items such as:
 - Lease or rental charges
 - Personal or real property taxes,
 - Insurance premiums, and,
 - Utility charges (excluding impact fees),
11. One time assessments or impact fees for anticipated heavy utility usage.
12. Other items that the Agency considers essential for the reestablishment of the business or farm.
13. Reestablishment costs in excess of the maximums set forth in 3, 8 and 10 may be considered eligible by the Agency if excessive costs are encountered at the replacement site, but the total payment cannot exceed \$10,000 in any event.

Fixed Payment (In Lieu)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 nor more than \$20,000.

For a business to be eligible for a fixed payment, the Agency must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.
2. The business cannot be relocated without a substantial loss of its existing patronage.
3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity which are under the same ownership and are not being displaced by the Agency.
4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.




Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are interested in a fixed payment please consult your relocation counselor for additional information if you are being displaced from a farm or you represent a nonprofit organization.

The Computation of Your Fixed Payment (In Lieu)

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceeding the taxable year in which it was displaced.*

Example:

		
Annual Net Earnings \$16,500	Annual Net Earnings \$18,500	Year Displaced

AVERAGE:
 $\$16,500 + \$18,500 = \$35,000 \div 2 = \$17,500$
 $\$17,500 = \text{Fixed Payment}$

The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

*Or that two year period deemed more representative by the Agency.

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The Computation of Your Fixed Payment (In Lieu)

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceeding the taxable year in which it was displaced.*

Example:



Annual
Net
Earnings
\$16,500



Annual
Net
Earnings
\$18,500



Year
Displaced

AVERAGE:

$$\$16,500 + \$18,500 = \$35,000 \div 2 = \$17,500$$

\$17,500 = Fixed Payment

The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.

You must provide the Agency with proof of net earnings to support your claim. Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence acceptable to the Agency.

*Or that two year period deemed more representative by the Agency.

APPENDIX D. APPLICATION FOR EARTH MOVING PERMIT, DEMOLITION, AND DUST CONTROL PLAN

Maricopa County
Environmental Services Department
Field Services Division
Air Pollution Control



1001 North Central Avenue
Phoenix, AZ 85004
(602) 506-6700 FAX (602) 506-6862

PLEASE SUBMIT IN DUPLICATE

Application for Earth Moving Permit, Demolition & Dust Control Plan

Applicant Owner/Operator/Leasee General/Prime Contractor Developer

Legal Business Name: _____

Address: _____

City/State/Zip: _____

Phone: _____ Fax: _____

Primary Contact Person: _____

Title: _____ Pager # _____ Mobile # _____ Onsite # _____

Property Owner/General Contractor: _____

Phone: _____ Contact Person: _____ Title: _____

Project Location/Street Address: _____ City: _____

Nearest Major Intersection: _____

Legal Description (from Phoenix Metropolitan Map Book): Township _____ Range _____ Section _____

Size of Project In Acres (include staging and stockpile areas): _____ Project Start Date: _____

Fee Schedule: Total Surface Area Disturbed: _____ Fee _____

0.1 to less than one acre.....\$ 65.00
One to less than five acres.....\$110.00
Five acres or more.....\$ 8.00 per acre PLUS \$80.00

Brief Description of the Project _____

TYPE OF PROJECT (Mark all applicable activities):

Residential	Commercial/Industrial	Road Work	Temporary Storage/Yard
Trenching	Site Preparation/Land Dev.	Weed Control	Demolition

For renovation or demolition activities the following information is required:

Is asbestos present? _____		AHERA Determination made by _____		Date _____	
Has 10 Day NESHAP	If Yes,	Copy of 10 Day	Start		
Notification been submitted? _____	Date: _____	Notification Attached? Y N	Date _____		

In accordance with Rule 310, Section 401.2, a plot plan is required. Provide a plot plan sketch on 8 1/2 by 11 inch paper which includes the total area to be disturbed. Indicate sources of fugitive dust emissions on the plot plan, including delivery, transport, and storage areas. Be sure to include linear dimensions in feet on plot plan. Pursuant to Rule 310, Section 303, a dust control plan is required with any earthmoving application.

Additional measures and comments may be attached to this form. Pursuant to Rule 310, Section 503, records of actual implementation or application of these measures must be maintained daily and kept on site and made available upon request by the Control Officer of designee. The records must be retained for at least 3 years by the permittee. 3/11/97

DUST CONTROL PLAN

Choose at least one measure as a primary RACM (Reasonably Available Control Measure) per category. Unless designated, any other control measure in the category will be considered a contingency or back-up control measure. Instead of using this form, you may prepare your own plan to submit by following the guidelines in Rule 310, Section 401.

This plan must be implemented throughout the life of the project - not just the earthmoving phase but until all roads and disturbed areas are stabilized.

1) EARTHMOVING

A) Grading / Demolition / Landscaping / Weed Control:

- ☐ Conduct watering as necessary to prevent or minimize visible emissions
- ☐ Prewet site to depth of cuts
- ☐ Increase watering frequency during high wind conditions until there is no evidence of wind blown dust (contingency only, not to be used as a primary RACM)
- ☐ Cease operations (contingency only, not to be used as a primary RACM)

B) Trenching / Screening / Backfilling:

- ☐ Mist dust cloud resulting from trenching
- ☐ Mist material after it drops from screen
- ☐ Water truck or large hose dedicated to trenching & backfilling equipment
- ☐ Increase watering frequency during high wind conditions until there is no evidence of wind blown dust (contingency only, not to be used as a primary RACM)
- ☐ Cease operations (contingency only, not to be used as a primary RACM)

2) SITE STABILIZATION / DISTURBED SURFACE AREA

A) Temporary Stabilization: (Including Weekends & Holidays)

- ☐ Apply water to all areas at least twice a day until a crusted surface has formed
- ☐ Apply chemical stabilizers
- ☐ Install wind fences/barriers/form berms (in addition to the above)
- When active operations will not occur for more than fifteen days:*
- ☐ Apply dust suppressants to all disturbed areas to maintain stabilization
- ☐ Apply water to all inactive disturbed areas at least twice a day until a crusted surface has formed
- ☐ Install temporary coverings/enclosures (in addition to one of the above)

B) Final Stabilization:

Within 8 months after active operations have ceased:

- ☐ Pave the affected area
- ☐ Physical stabilization with gravel/recycled asphalt
- ☐ Physical stabilization with vegetation

C) Open Storage Piles:

- ☐ Apply chemical stabilizers
- ☐ Apply water to the surface area of all open storage piles on a daily basis
- ☐ Install temporary coverings/enclosures (in addition to one of the above)

Prior to and during any high wind event, control measures must continue to be implemented or increased as necessary to effectively minimize wind blown dust.

3) MATERIAL HANDLING / HAULING

A) Material Loading:

- ☐ Pre-wet material prior to handling or loading
- ☐ Water/mist while loading to prevent or minimize visible emissions

B) Hauling:

- ☒ All haul trucks carrying bulk materials must be effectively covered with a tarp or other suitable enclosure

4) ROADWAYS / ACCESS POINTS

A) Unpaved Haul / Access Roads / Equipment Paths:

- ☐ Stabilize with gravel/recycled asphalt
- ☐ Apply chemical dust suppressants to maintain surface stabilization
- ☐ Water all surfaces as needed to prevent or minimize visible emissions
- ☐ Restrict vehicle speed to 15 MPH (in addition to the above)

B) Access Points:

- ☐ Install a stabilized construction entrance/coarse gravel pad (See Box)
- ☐ Install a wheel washer
- ☐ Limit, restrict, reroute motor vehicle access
- ☒ Vacuum or wet broom daily all visible track-out

STABILIZED CONSTRUCTION ENTRANCES (GRAVEL PADS) are required on all sites larger than 5 acres OR if there will be ANY material hauling on or off site.

5) WATER SUPPLY

A) Availability:

- ☐ Water storage tank on site
- ☐ Metered hydrant on site
- ☐ Water not on site, hydrant is _____ feet away
- ☐ Water provided through irrigation
- ☐ Other (specify source) _____

B) Application:

- ☐ Apply using a water truck # trucks _____ # gallons/truck _____
- ☐ Apply using hoses
- ☐ Apply using sprinklers

CERTIFICATION: I certify that I am familiar with the operations presented in this application and agree to conduct all operations related to the worksite in compliance with the above dust control plan, Rule 310, any permit conditions, and all applicable environmental regulations.

Signature of Responsible Official _____ Print Name and Title _____
(The responsible official is an officer or designated signer from the company named as applicant. If a designated signer is used, a written designation signed by an officer shall be submitted to this office.)

APPENDIX E. NOISE DATA

The attached tables and figures present the proposed barrier locations along with the approximate length and range in the height of proposed barriers for each action alternative. The low end of the height range is the height necessary to provide sufficient noise mitigation for the sensitive receiver with the lowest predicted future noise level among a group of sensitive receivers benefited by a given barrier. The high end of the range is the height necessary to provide sufficient mitigation for the sensitive receiver with the highest predicted future noise level among the same group of sensitive receivers benefited by the same barrier.

Proposed barrier locations and height ranges are preliminary only and may change as the design alternatives are refined. Barriers are intended to mitigate impacts to representative receivers, which include first and second row residences in the vicinity of the representative receivers.

Table E-1. Summary of Existing (2000) and Future (2025) Noise Levels at Representative Receivers

^a Receiver No.	ADOT NAC ^e Approach of FHWA NAC Laeq1hd (dBA)	^b Existing (2000) Noise Level: Monitored Laeq1hd (dBA)	Future (2025) Noise Level: Modeled Laeq1hd (dBA)			Mitigation Considerations
			Alternatives			
			A	B	C	
Area 7						
R1	64	-	76	76	76	yes
R2	64	-	75	75	75	yes
R3	64	-	74	74	74	yes
R4	64	-	69	69	69	yes
R5	64	-	72	72	72	yes
R6	64	-	72	72	72	yes
Area 2						
R7	64	-	71	71	72	yes
R8	64	-	73	73	72	yes
R9	64	-	68	68	70	yes
R10	64	65 (M1)	67	66	69	yes
R11	64	65 (M3)	64	64	64	yes
Area 1						
R12	64	-	63	63	63	no
R13	64	-	67	67	67	yes
R14	64	-	71	71	71	yes
R15	64	-	71	71	71	yes
R16	64	-	66	66	66	yes
R17	64	-	70	70	70	yes
R18	64	-	70	69	70	yes
R19	64	-	67	67	66	yes
R20	64	-	70	70	70	yes
R51	64	-	63	63	63	no
R52	64	-	64	64	64	yes
R53	64	-	65	65	65	yes

Table E-1. Summary of Existing (2000) and Future (2025) Noise Levels at Representative Receivers

^a Receiver No.	ADOT NAC ^e Approach of FHWA NAC Laeq1hd (dBA)	^b Existing (2000) Noise Level: Monitored Laeq1hd (dBA)	Future (2025) Noise Level: Modeled Laeq1hd (dBA)			Mitigation Considerations
			Alternatives			
			A	B	C	
Area 6						
R21	64	-	70	70	70	yes
R22	64	-	69	69	69	yes
R23	64	-	67	67	67	yes
R24	64	-	69	69	70	yes
R25	64	-	71	71	71	yes
Area 5						
R26	64	-	70	70	70	yes
R27	64	-	71	71	70	yes
R28	64	-	66	66	66	yes
R29	64	-	68	68	68	yes
Area 5						
R30	64	57 (M4)	63	62	62	no
R31	64	-	64	62	64	yes
R32	64	-	67	65	66	yes
Area 4						
R34	64	-	62	62	62	no
R35	64	-	63	63	63	no
R36	64	-	67	67	67	yes
R37	64	-	65	65	65	yes
R38	64	-	63	63	63	no
R39	64	-	64	64	64	yes
R40	64	-	64	64	64	yes
R41	64	-	68	68	68	yes
R42	64	-	70	70	70	yes
R43	64	53 (M5)	65	65	65	yes

Table E-1. Summary of Existing (2000) and Future (2025) Noise Levels at Representative Receivers

aReceiver No.	ADOT NAC ^e Approach of FHWA NAC Laeq1hd (dBA)	bExisting (2000) Noise Level: Monitored Laeq1hd (dBA)	Future (2025) Noise Level: Modeled Laeq1hd (dBA)			Mitigation Considerations
			Alternatives			
			A	B	C	
R44	64	-	61	62	62	no
R45	64	-	64	64	64	yes
R55	64	-	66	66	66	yes
R56	64	-	62	62	62	no
Area 3						
R46	64	64 (M2)	65	63	60	yes
R47	64	-	64	65	65	yes
R48	64	65 (M6)	68	68	70	yes
R49	64	-	70	69	70	yes
Area 8						
R57	64	-	67	67	67	yes
R58	64	-	68	68	68	yes
R59	64	-	67	67	67	yes

Shading indicates that the Noise Levels will exceed the FHWA Noise Abatement Criteria and/or the criteria stated in the ADOT Noise Abatement Policy.

a. The receiver number corresponds to the receiver location displayed in Figure 1.

b. Monitoring was conducted at selected locations to identify ambient conditions representative of highway conditions, traffic volumes and movements, and noise sensitive land uses along the corridor.

c. Number of houses represented by receiver for the No Build Alternative.

d. Laeq1h is the one-hour a-weighted energy equivalent sound level.

e. Noise Abatement Criteria.

f. Golf course taken by right-of-way under No-Build Alternative.

"-" = No mitigation proposed; predicted noise level is below NAC.

Table E-2. Summary of Proposed Noise Barriers: Alternative A

Barrier No.	Receivers Benefited	1st Row No. of Residences Benefited	2nd Row No. of Residences Benefited	Location ¹	Height of Existing Privacy Wall and/or Jersey Barrier (ft.)	Additional Height (range) Required to Achieve FHWA/ADOT NAC ² (ft.)	Total Height (range) of Proposed Barrier (wall and/or Berm (ft.))	Approx. Length (ft.)
Area 1								
B1	R13, R14, R52, R53	45	23	202L SB Baseline on-ramp	3	5-13	8-16	3500
B2	R14, R15, R16	24	13	202L SB R/W, S of Baseline	6	10-12	16-18	2340
B3	R19, R20	12	7	202L NB mainline, S of Baseline	3	5-7	8-10	1270
B4	R17-R20	24	15	202L NB R/W, S of Baseline	8	8-10	16-18	3950
Area 2								
B5	R11	Elementary school		202L/US60 TI ramp W-S	3	7	10	810
B6	R9, R10	30	34	202L/US60 TI ramp E-N	4	6	10	1820
B7	R7, R8, R9, R10	48	51	US60 EB R/W, E of Sossaman	-	12-14	12-14	3960
Area 3								
B10	R48, R49	22	20	US60 WB R/W, E of Sossaman	-	16	16	1950
B12	R46, R47	82	79	202L/US60 TI ramp N-W	4	6	10	900
B13	R46, R47	82	79	US60 WB R/W, W of 202L/US60 TI	6	2-14	8-14	2470
Area 4								
B14	R45	6	5	202L/US60 TI ramp S-E	4	2-6	6-10	1500
B15	R41-R43	9	7	202L SB R/W, N of Southern	0-6	4-14	10-20	1650
B16	R55	6	6	Broadway WB R/W, W of 202L	-	6	6	580
B17	R36, R37	13	19	202L NB R/W, S of Broadway	0-6	4-8	10-14	1970

Table E-2. Summary of Proposed Noise Barriers: Alternative A

[illegible]

Table E-3. Summary of Proposed Noise Barriers: Alternative B

Barrier No.	Receivers Benefited	1st Row No. of Residences Benefited	2nd Row No. of Residences Benefited	Location ¹	Height of Existing Privacy Wall and/or Jersey Barrier (ft.)	Additional Height (range) Required to Achieve FHWA/ADOT NAC ² (ft.)	Total Height (range) of Proposed Barrier (wall and/or Berm (ft.))	Approx. Length (ft.)
Area 1								
B1	R13, R14, R52, R53	45	23	202L SB Baseline on-ramp	3	5-13	8-16	3500
B2	R14, R15, R16	24	13	202L SB R/W, S of Baseline	0-6	12-16	16-18	2340
B3	R19, R20	12	7	202L NB mainline, S of Baseline	3	5-7	8-10	1270
B4	R17-R20	24	15	202L NB R/W, S of Baseline	0-8	8-18	16-18	3950
Area 2								
B5	R11	Elementary school		202L/US60 TI ramp W-S	3	7	10	810
B6	R9, R10	30	34	202L/US60 TI ramp E-S	4	6	10	1170
B7	R7, R8, R9, R10	48	51	US60 EB R/W, E of Sossaman	-	12-14	12-14	3960
Area 3								
B11	R48, R49	22	20	US60 WB R/W, E of Sossaman	-	14-16	14-16	1950
B12	R47	20	17	202L/US60 TI ramp N-W	4	6	10	1900
B13	R46, R47	82	79	US60 WB R/W, W of 202L/US60 TI	0-6	8	8-14	2190
Area 4								
B14	R45	6	5	202L/US60 TI ramp S-E	4	2-6	6-10	1500
B15	R41-R43	9	7	202L SB R/W, N of Southern	0-6	4-14	10-20	1650
B16	R55	6	6	Broadway WB R/W, W of 202L	-	6	6	780
B17	R36, R37	13	19	202L NB R/W, S of Broadway	0-6	8-10	10-14	1970

Table E-3. Summary of Proposed Noise Barriers: Alternative B

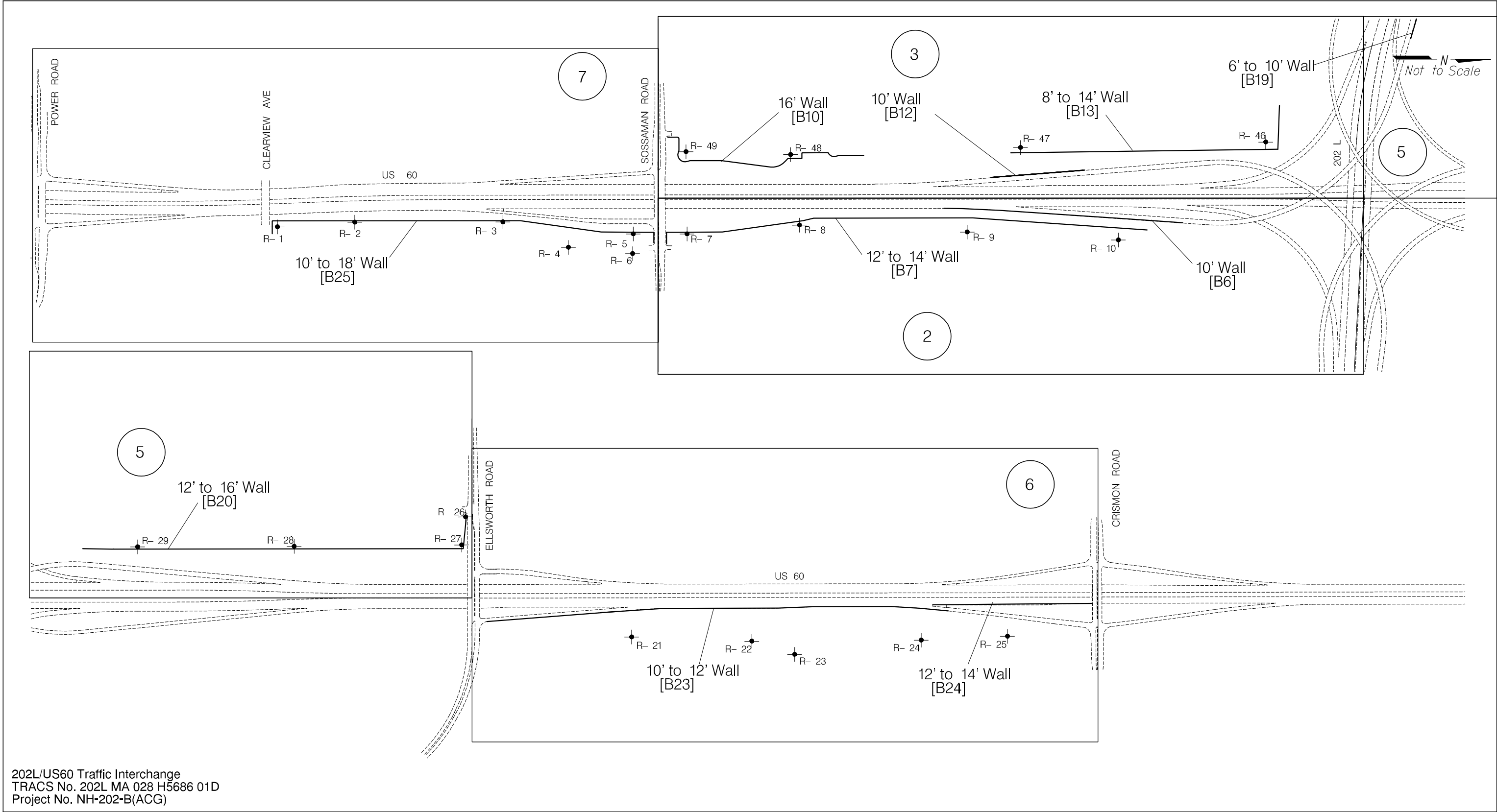
Barrier No.	Receivers Benefited	1st Row No. of Residences Benefited	2nd Row No. of Residences Benefited	Location ¹	Height of Existing Privacy Wall and/or Jersey Barrier (ft.)	Additional Height (range) Required to Achieve FHWA/ADOT NAC ² (ft.)	Total Height (range) of Proposed Barrier (wall and/or Berm (ft.))	Approx. Length (ft.)
B21	R39, R40	18	6	202L SB R/W, S of Broadway	0-6	4-14	10-20	1650
Area 5								
B18	R32	11	10	202L NB R/W, S of Southern	-	12	12	890
B19	R30, R31	20	20	202L/US60 TI ramp E-N	4	2-6	6-10	1500
B20	R26-R29	89	81	US60 WB R/W, W of Ellsworth	6	6-10	12-16	3480
Area 6								
B23	R21-R23	16	12	US60 EB Ellsworth on-ramp; EB mainline	3	7-9	10-12	3750
B24	R24, R25	18	18	US60 EB Crismon off-ramp	3	9-11	12-14	2150
Area 7								
B25	R1-R6	49	52	US60 EB R/W, W of Sossaman	-	10-18	10-18	3730
Area 8								
B27	R59	7	7	202L SB R/W, S of Guadalupe	6	6	14	2450
B28	R57, R58	15	15	202L NB R/W, S of Guadalupe	-	12	14	2480

1. N = north; E = east; S = south; W = west; NB = northbound; EB = eastbound; SB = southbound; WB = westbound
2. NAC = Noise Abatement Criteria

Table E-4. Summary of Proposed Noise Barriers: Alternative C

Barrier No.	Receivers Benefited	1st Row No. of Residences Benefited	2nd Row No. of Residences Benefited	Location	Height of Existing Privacy Wall and/or Jersey Barrier (ft.)	Additional Height (range) Required to Achieve FHWA/ADOT NAC (ft.)	Total Height (range) of Proposed Barrier (wall and/or Berm (ft.))	Approximate Length (ft.)
Area 1								
B1	R13, R14, R52, R53	45	23	202L SB Baseline on-ramp	3	5-13	8-16	3500
B2	R14, R15, R16	24	13	202L SB R/W, S of Baseline	0-6	12-16	16-18	2340
B3	R19, R20	12	7	202L NB mainline, S of Baseline	3	5-7	8-10	1270
B4	R17-R20	24	15	202L NB R/W, S of Baseline	0-8	8-18	16-18	3950
Area 2								
B5	R11	Elementary school		202L/US60 TI ramp W-S	3	7	10	810
B6	R9, R10	30	34	Sossaman EB C/D	-	18-20	18-20	2790
B8	R7, R8	18	17	US60 EB R/W, E of Sossaman	-	16-20	16-20	2240
Area 3								
B11	R48, R49	22	20	US60 WB R/W, E of Sossaman	-	16-18	16-18	1950
B12	R46, R47	82	79	202L/US60 TI ramp S-W	4	6	10	1900
B13	R46, R47	82	79	US60 WB R/W, W of 202L/US60 TI	0-6	8-14	8-14	2550
Area 4								
B14	R45	6	5	202L/US60 TI ramp S-E	4	2-6	6-10	1500
B15	R41-R43	9	7	202L SB R/W, N of Southern	0-6	4-14	10-20	1650
B16	R55	6	6	Broadway WB R/W, W of 202L	-	6	6	780
B17	R36, R37	13	19	202L NB R/W, S of Broadway	0-6	4-8	10-14	1970

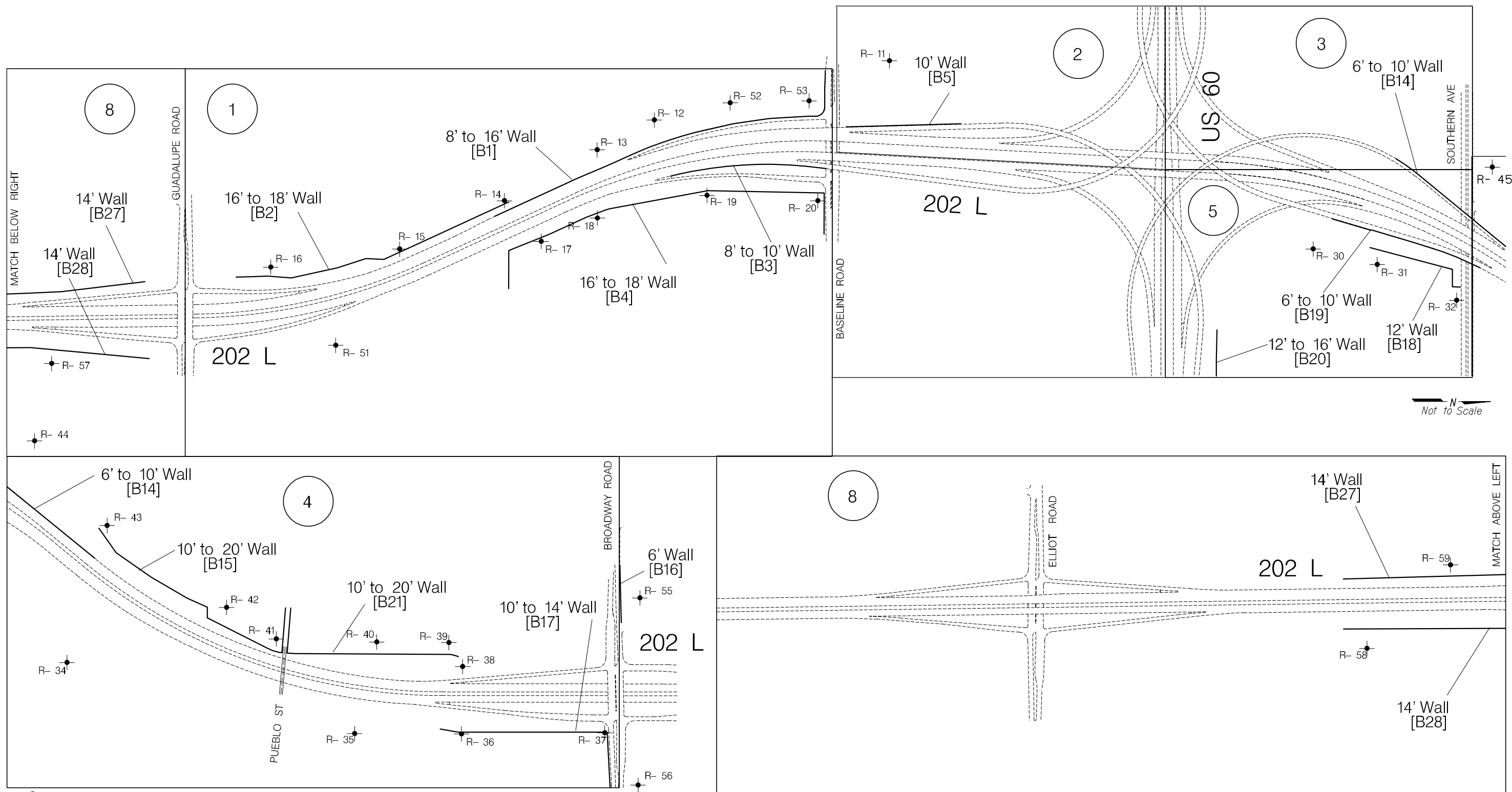
Barrier No.	Receivers Benefited	1st Row No. of Residences Benefited	2nd Row No. of Residences Benefited	Location	Height of Existing Privacy Wall and/or Jersey Barrier (ft.)	Additional Height (range) Required to Achieve FHWA/ADOT NAC (ft.)	Total Height (range) of Proposed Barrier (wall and/or Berm (ft.)	Approximate Length (ft.)
B21	R39, R40	18	6	202L SB R/W, S of Broadway	0-6	4-14	10-20	1650
Area 5								
B18	R32	11	10	202L NB R/W, S of Southern	-	12	12	890
B19	R30, R31	20	20	202L/US60 TI ramp E-N	4	2-6	6-10	1500
B20	R26-R29	89	81	US60 WB R/W, W of Ellsworth	6	6-10	12-16	3480
Area 6								
B23	R21-R23	16	12	US60 EB Ellsworth on-ramp; EB mainline	3	7-9	10-12	3750
B24	R24, R25	18	18	US60 EB Crismon off-ramp	3	9-11	12-14	2150
Area 7								
B25	R1-R6	49	52	US60 EB R/W, W of Sossaman	-	10-18	10-18	3730
Area 8								
B27	R59	7	7	202L SB R/W, S of Guadalupe	6	6	14	2450
B28	R57, R58	15	15	202L NB R/W, S of Guadalupe	-	12	14	2480
1. N = north; E = east; S = south; W = west; NB = northbound; EB = eastbound; SB = southbound; WB = westbound 2. NAC = Noise Abatement Criteria								



- LEGEND:**
- ✦ = Noise Receiver Location
 - R-# = Receiver Number
 - ▨ = Area of Proposed Barrier Location
 - = Proposed Wall [B#]
 - ⊙ = Noise Area

Noise Receiver/Potential Noise Barriers - Alternative A
202L/US60 TI Noise Analysis Technical Report

Figure E-1

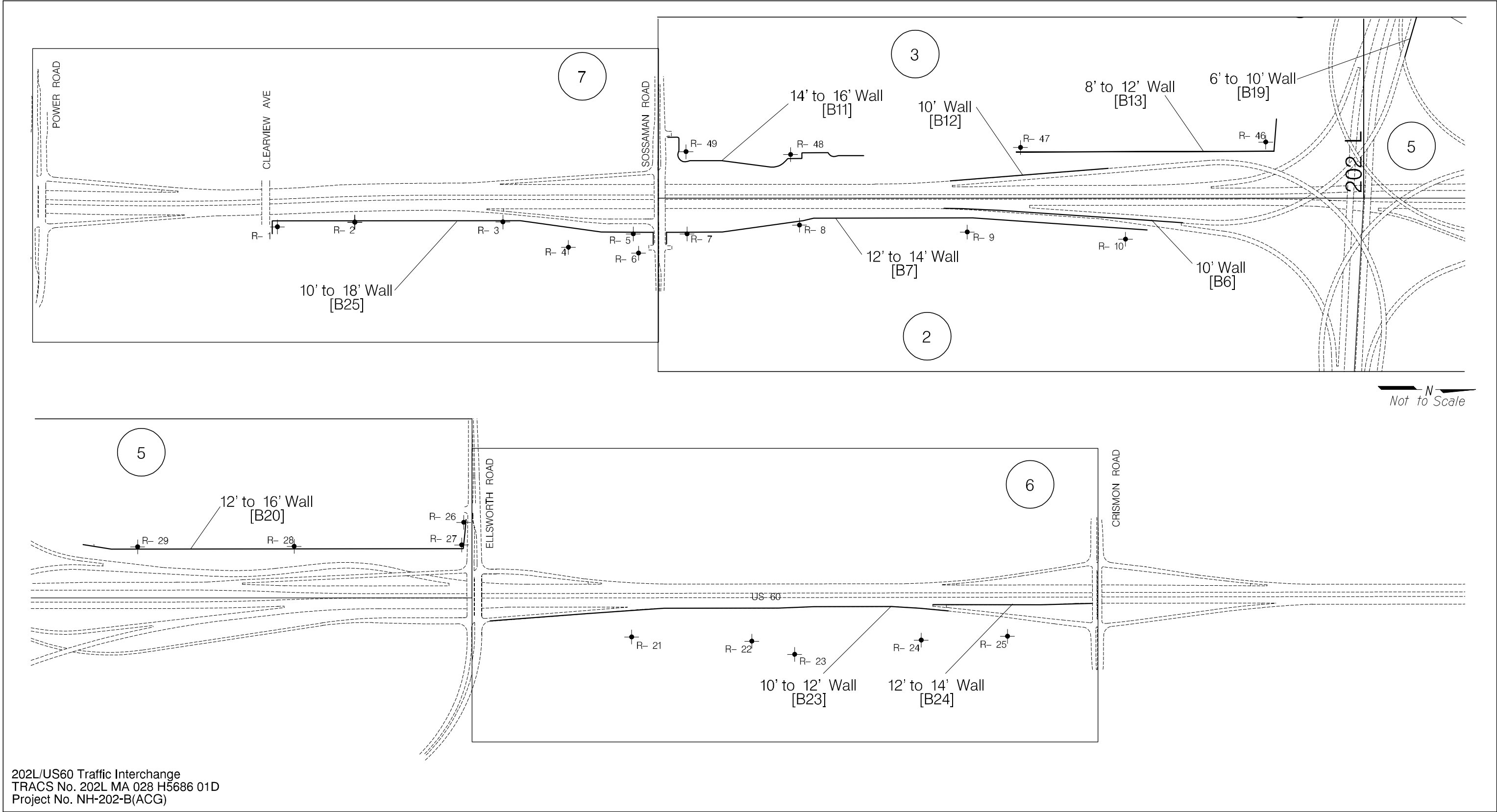


202L/US60 Traffic Interchange
 TRACS No. 202L MA 028 H5686 01D
 Project No. NH-202-B(ACG)

- LEGEND:
- = Noise Receiver Location
 - R- # = Receiver Number
 - ▨ = Area of Proposed Barrier Location
 - = Proposed Wall [B#]
 - # = Noise Area

Noise Receiver/Potential Noise Barriers - Alternative A
202L/US60 TI Noise Analysis Technical Report

Figure E-2

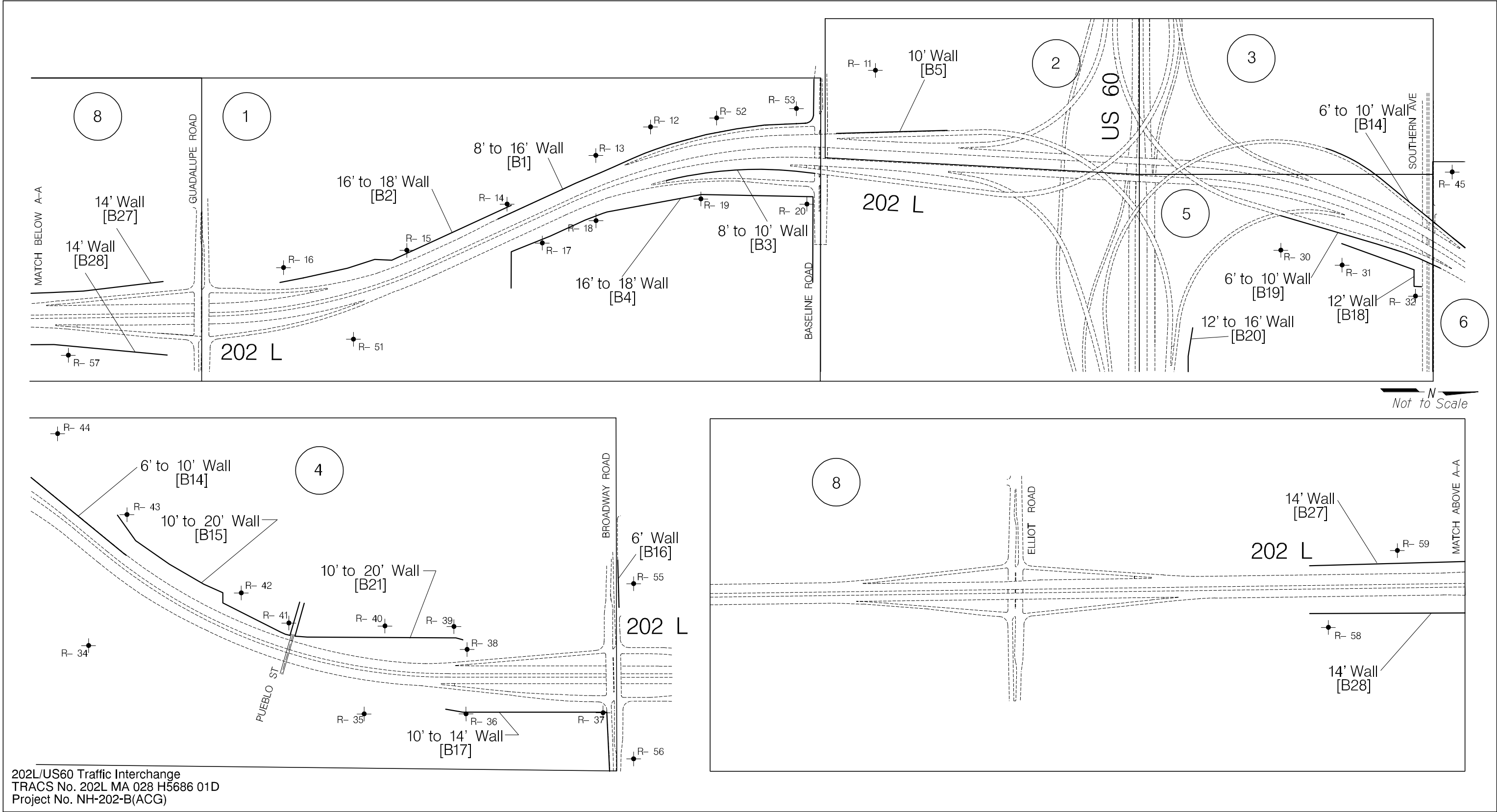


LEGEND:

- = Noise Receiver Location
- R-# = Receiver Number
- ▨ = Area of Proposed Barrier Location
- = Proposed Wall [B#]
- Ⓢ = Noise Area

**Noise Receiver/Potential
 Noise Barriers - Alternative B
 202L/US60 TI Noise
 Analysis Technical Report**

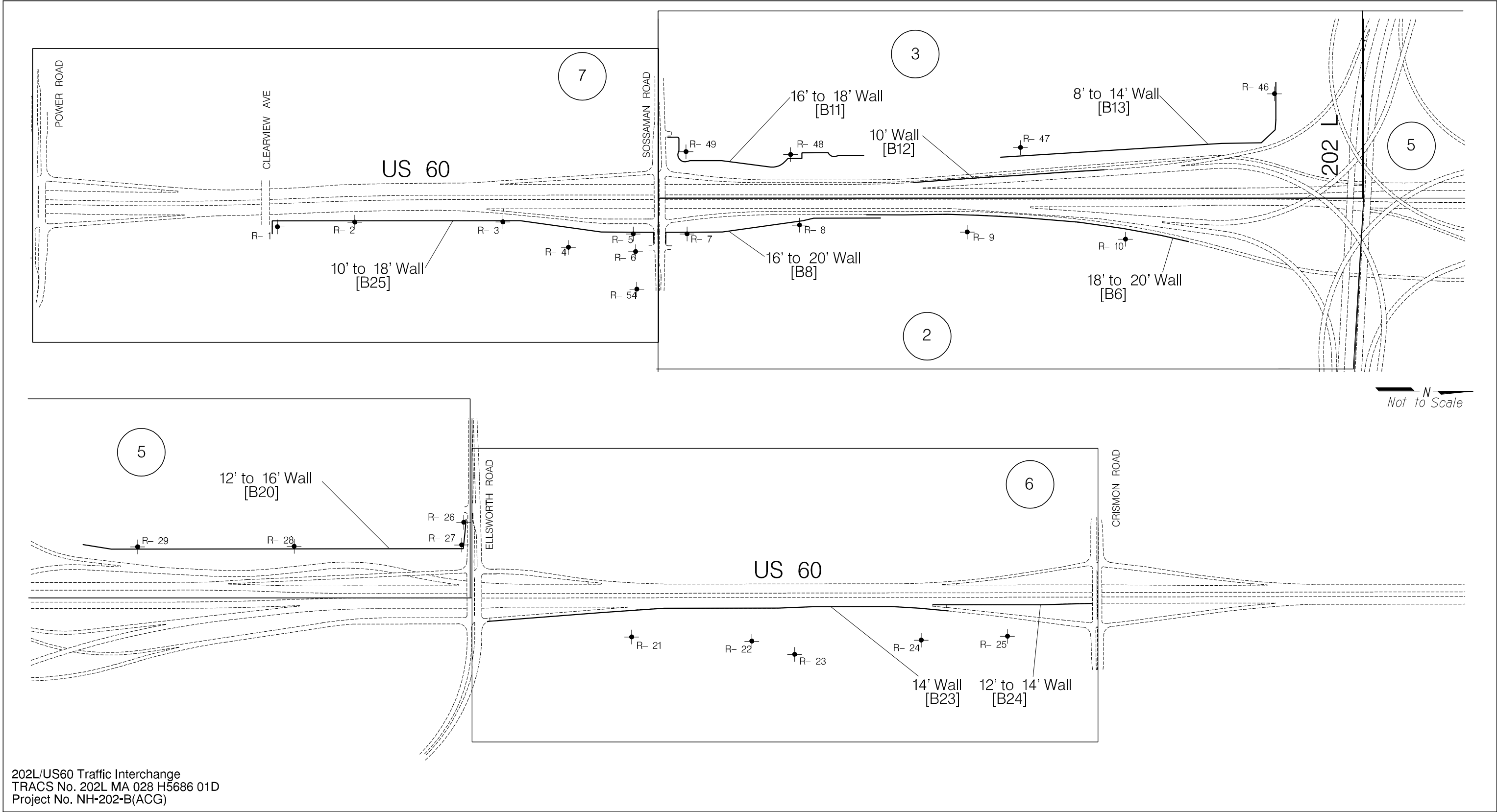
Figure E-3



- LEGEND:
- = Noise Receiver Location
 - R- # = Receiver Number
 - ▨ = Area of Proposed Barrier Location
 - = Proposed Wall [B#]
 - # = Noise Area

Noise Receiver/Potential Noise Barriers - Alternative B 202L/US60 TI Noise Analysis Technical Report

Figure E-4



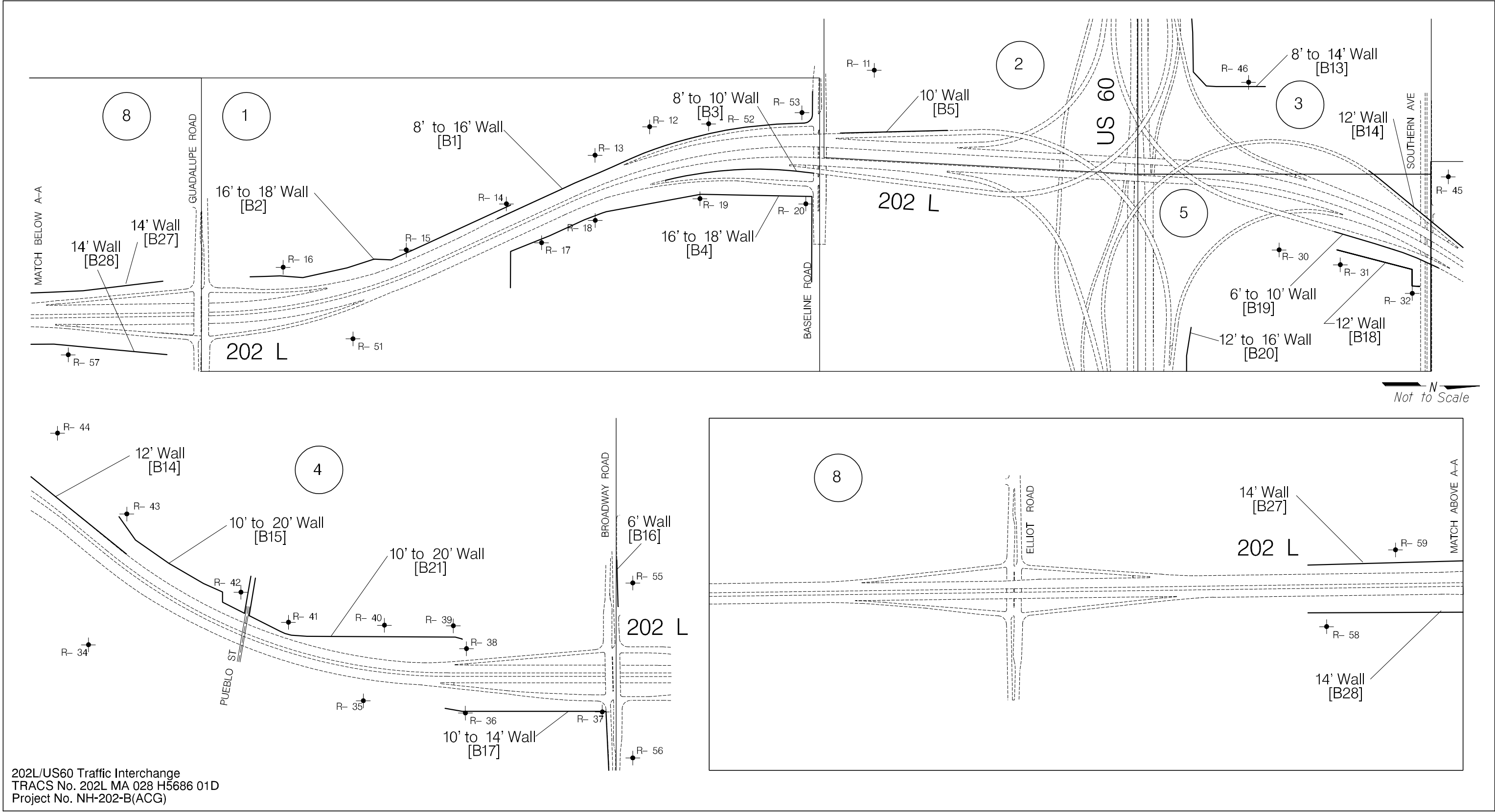
LEGEND:

- ✦ = Noise Receiver Location
- R- # = Receiver Number
- ▨ = Area of Proposed Barrier Location
- = Proposed Wall [B#]
- ⊙ = Noise Area

Noise Receiver/Potential Noise Barriers - Alternative C

202L/US60 TI Noise Analysis Technical Report

Figure E-5



LEGEND:

- ✦ = Noise Receiver Location
- R- # = Receiver Number
- ▨ = Area of Proposed Barrier Location
- = Proposed Wall [B#]
- ⊙ = Noise Area

**Noise Receiver/Potential
 Noise Barriers - Alternative C**

**202L/US60 TI Noise
 Analysis Technical Report**

Figure E-6

APPENDIX F. AGENCY LETTERS

Jane Dee Hull
Governor

Michael E. Anable
State Land
Commissioner

Arizona State Land Department



1616 West Adams Street Phoenix, AZ 85007 www.land.state.az.us

August 23, 2000

Arizona Department of Transportation
Environmental Planning Group
205 South 17th Avenue, Room 213E
Mail Drop 619E
Phoenix, AZ 85007-3212

We recently received correspondence from your office dated August 21, 2000, regarding an Agency Scoping Meeting for the 202L/US60 Traffic Interchange addressed to Michael Phalen, Planning Director. Please address future mailing to Gordon Taylor, Manager, Planning Section.

Thank you.

Sincerely,

Carolyn McBane
Administrative Secretary II
Planning Section

Enclosure

/cm

JANE DEE HULL
Governor



SHELDON R. JONES
Director

Arizona Department of Agriculture

1688 West Adams Street, Phoenix, Arizona 85007
(602) 542-0998 FAX (602) 542-5420
OFFICE OF DIRECTOR

August 28, 2000

Ms. Theresa Gunn, Public Involvement Coordinator
Arizona Department of Transportation
Environmental Planning Group
205 S. 17th Avenue, #619E
Phoenix, AZ 85007-3212

Dear Ms. Gunn:

I am in receipt of the invitation to attend an Agency Scoping Workshop to be held on September 7, 2000 at the Valle del Oro Resort, regarding the environmental assessment of the 202L/US60 traffic interchange.

Unfortunately, due to heavy schedule restraints, I will be unable to attend this workshop. This is a major undertaking and one that will enhance the area once completed. I am aware there are many issues and concerns that will need to be dealt with and the Arizona Department of Agriculture supports your efforts.

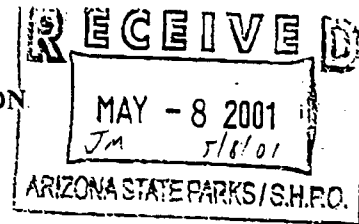
Sincerely,

A handwritten signature in black ink, appearing to read "Sheldon R. Jones", written over a horizontal line.

Sheldon R. Jones
Director



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ARIZONA DIVISION
234 N. Central Avenue, Suite 330
Phoenix, AZ. 85004
May 3, 2001



IN REPLY REFER TO
HA-AZ
NH-202-B(ACG)
TRACS# 202L MA 027 H5686 01D
SR 202L - US 60 Traffic Interchange
Section 106 Consultation
"No Historic Properties Affected"

S.H.P.O.- 2000 - 476(6328)

Jo Anne Miller, Compliance Specialist
State Historic Preservation Office
Arizona State Parks
1300 West Washington
Phoenix, Arizona 85007

Dear Ms. Miller:

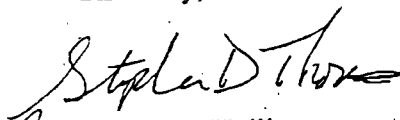
As part of the continuing Red Mountain Freeway project, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are planning for a proposed traffic interchange (TI) project that would connect the Red Mountain (202L), Santan (202L), and Superstition (US 60) freeways. Land jurisdiction is ADOT-owned, private, Arizona State trust land administered by the Arizona State Land Department (ASLD), City of Mesa, and Maricopa County. New right-of-way (ROW) and temporary construction easements (TCEs) would be required. Consulting parties for this project area ADOT, FHWA, ASLD, Mesa, Maricopa County, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, and the Arizona State Historic Preservation Office (SHPO). This project is eligible for Federal-aid funding by FHWA and is considered an undertaking subject to Section 106 review.

Entranco has recently completed a Class III cultural resources inventory as part of the environmental review. The report entitled "*A Cultural Resource Inventory of Approximately 701 Acres for the Proposed State Route 202L Freeway - US Highway 60 Traffic Interchange in Mesa, Maricopa County, Arizona*" is enclosed for your review and comment. The project area consisted of 701 acres, 200 acres of which were subjected to intensive pedestrian survey. The remaining 501 acres consisted of previously surveyed (283 acres), developed lands (203 acres), and inaccessible private land (15 acres). Background research revealed five previously recorded cultural resource sites in the project vicinity, however none of these sites are located within the project area. One isolated occurrence was identified as a result of pedestrian survey.

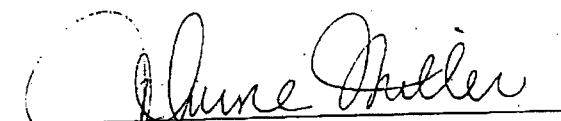
Based on the results of the cultural resource investigations, which resulted in no significant NRHP-eligible cultural resources being identified within the project area, a finding of "no historic properties affected" is recommended for this project. FHWA is concurrently consulting with all interested parties. If you agree with the adequacy of the survey and this recommendation,

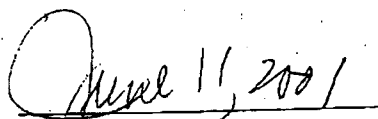
please indicate your concurrence by signing below. Thank you for your continued cooperation with this agency. Should you have any questions, please call Serelle Laine, Historic Preservation Specialist at ADOT's Environmental Planning Group at (602) 712-8636.

Sincerely,


Robert E. Hollis
Division Administrator

Enclosures


Signature for SHPO Concurrence


Date

cc: Serelle Laine, ADOT



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ARIZONA DIVISION

234 N. Central Avenue, Suite 350
Phoenix, AZ. 85004

May 3, 2001

IN REPLY REFER TO

HA-AZ

NH-202-B(ACG)

TRACS# 202L MA 027 H5686 01D

SR 202L - US 60 Traffic Interchange

Section 106 Consultation

"No Historic Properties Affected"

Mr. Greg Marek
Historic Preservation Officer
Redevelopment Office
City of Mesa
100 North Center Street
Mesa, Arizona 86211

Dear Mr. Marek:

As part of the continuing Red Mountain Freeway project, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are planning for a proposed traffic interchange (TI) project that would connect the Red Mountain (202L), Santan (202L), and Superstition (US 60) freeways. Land jurisdiction is ADOT-owned, private, Arizona State trust land administered by the Arizona State Land Department (ASLD), City of Mesa, and Maricopa County. New right-of-way (ROW) and temporary construction easements (TCEs) would be required. Consulting parties for this project area ADOT, FHWA, ASLD, Mesa, Maricopa County, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, and the Arizona State Historic Preservation Office (SHPO). This project is eligible for Federal-aid funding by FHWA and is considered an undertaking subject to Section 106 review.

Entranco has recently completed a Class III cultural resources inventory as part of the environmental review. The report entitled "*A Cultural Resource Inventory of Approximately 701 Acres for the Proposed State Route 202L Freeway - US Highway 60 Traffic Interchange in Mesa, Maricopa County, Arizona*" is enclosed for your review and comment. The project area consisted of 701 acres, 200 acres of which were subjected to intensive pedestrian survey. The remaining 501 acres consisted of previously surveyed (283 acres), developed lands (203 acres), and inaccessible private land (15 acres). Background research revealed five previously recorded cultural resource sites in the project vicinity, however none of these sites are located within the project area. One isolated occurrence was identified as a result of pedestrian survey.

Based on the results of the cultural resource investigations, which resulted in no significant NRHP-eligible cultural resources being identified within the project area, a finding of "no historic properties affected" is recommended for this project. FHWA is concurrently consulting

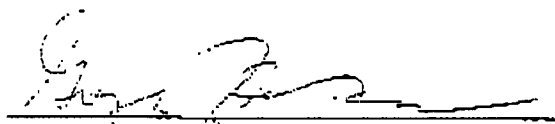
with all interested parties. If you agree with the adequacy of the survey and this recommendation please indicate your concurrence by signing below. Thank you for your continued cooperation with this agency. Should you have any questions, please call Serelle Laine, Historic Preservation Specialist at ADOT's Environmental Planning Group at (602) 712-8636.

Sincerely,

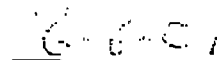


for Robert E. Hollis
Division Administrator

Enclosures



Signature for City of Mesa Concurrence



Date

16 MAY 2001



U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL HIGHWAY ADMINISTRATION
ARIZONA DIVISION
234 N. Central Avenue, Suite 330
Phoenix, AZ 85004
May 3, 2001

MAY 10

IN REPLY REFER TO

HA-AZ

NH-202-B(ACG)

TRACS# 202L MA 027 H5686 01D

SR 202L - US 60 Traffic Interchange

Section 106 Consultation

"No Historic Properties Affected"

Mr. Brian Kenny
Maricopa County Department of Transportation
2901 W. Durango
Mesa, Arizona 86211

Dear Mr. Kenny:


As part of the continuing Red Mountain Freeway project, the Arizona Department of Transportation (ADOT) and the Federal Highway Administration (FHWA) are planning for a proposed traffic interchange (TI) project that would connect the Red Mountain (202L), Santan (202L), and Superstition (US 60) freeways. Land jurisdiction is ADOT-owned, private, Arizona State trust land administered by the Arizona State Land Department (ASLD), City of Mesa, and Maricopa County. New right-of-way (ROW) and temporary construction easements (TCEs) would be required. Consulting parties for this project area ADOT, FHWA, ASLD, Mesa, Maricopa County, the Hopi Tribe, the Salt River Pima-Maricopa Indian Community, and the Arizona State Historic Preservation Office (SHPO). This project is eligible for Federal-aid funding by FHWA and is considered an undertaking subject to Section 106 review.

Entranco has recently completed a Class III cultural resources inventory as part of the environmental review. The report entitled "*A Cultural Resource Inventory of Approximately 701 Acres for the Proposed State Route 202L Freeway - US Highway 60 Traffic Interchange in Mesa, Maricopa County, Arizona*" is enclosed for your review and comment. The project area consisted of 701 acres, 200 acres of which were subjected to intensive pedestrian survey. The remaining 501 acres consisted of previously surveyed (283 acres), developed lands (203 acres), and inaccessible private land (15 acres). Background research revealed five previously recorded cultural resource sites in the project vicinity, however none of these sites are located within the project area. One isolated occurrence was identified as a result of pedestrian survey.

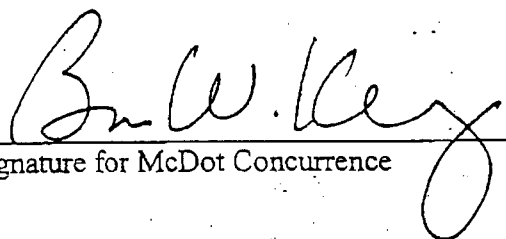
Based on the results of the cultural resource investigations, which resulted in no significant NRHP-eligible cultural resources being identified within the project area, a finding of "no historic properties affected" is recommended for this project. FHWA is concurrently consulting with all interested parties. If you agree with the adequacy of the survey and this recommendation,

please indicate your concurrence by signing below. Thank you for your continued cooperation with this agency. Should you have any questions, please call Serelle Laine, Historic Preservation Specialist at ADOT's Environmental Planning Group at (602) 712-8636.

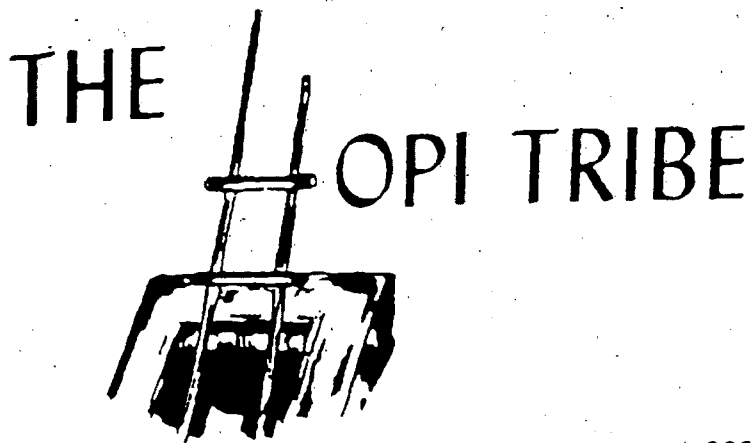
Sincerely,


for Robert E. Hollis
Division Administrator

Enclosures


Signature for McDot Concurrence

5-14-01
Date



Wayne Taylor, Jr.
CHAIRMAN

Phillip R. Quochytewa, Sr.
VICE-CHAIRMAN

May 11, 2001

Robert E. Hollis, Division Administrator
U. S. Department of Transportation
Federal Highway Administration
234 N. Central Ave., Suite 330
Phoenix, Arizona 85004

Re: 202L - US 60 Traffic Interchange

Dear Mr. Hollis,

This letter is in response to your correspondence dated May 3, 2001, in which you notify the Hopi Tribe of the Arizona Department of Transportation and the Federal Highway Administration planning a proposed traffic interchange, as part of the continuing Red Mountain Freeway project, that would connect the Red Mountain, Santan, and Superstition freeways. The Hopi Tribe appreciates your continuing solicitation of our input and your efforts to address our concerns.

The Hopi Cultural Preservation Office has reviewed the document by Entranco titled *A Cultural Resource Inventory of Approximately 701 Acres for the Proposed State Route 202L Freeway - US Highway 60 Traffic Interchange in Mesa, Maricopa County, Arizona*. The survey identified one isolated Hohokam Gila Plain Ware sherd, and no archaeological sites in this project area.

Therefore, the Hopi Cultural Preservation Office concurs that this proposal is unlikely to effect prehistoric cultural resources. Thank you again for consulting with the Hopi Tribe.

Respectfully,


Leigh J. Kuwanwisiwma, Director
Cultural Preservation Office

xc: Serelle Laine, ADOT

APPENDIX G. SUMMARY OF WRITTEN PUBLIC NOTICE

Public Meetings
202L/US 60 TRAFFIC INTERCHANGE PROJECT
ARIZONA DEPARTMENT OF TRANSPORTATION

The following report is a summary of written public comments received during the series of public meetings and neighborhood meetings held to date for the project. The first table summarizes the first public meeting and related neighborhood meetings. The second table summarizes the second public meeting and related neighborhood meetings.

In the first table, public comments are organized by subject area, including comments concerning Process, Design/Engineering, Environmental Issues and General, as follows:

- Process comments address the Environmental Assessment process, scoping meeting format, and future public involvement efforts.
- Design/engineering comments address the design and location of the interchange.
- Environmental comments address specific natural environment and socioeconomic issues relating to the proposed project.
- The “Miscellaneous” category includes comments that do not fit in any of the other categories but generally convey opinion about the project.

202L/US60 Traffic Interchange Study ScopingInitial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
<i>Process Comments</i>					
P1	Mail flyer in time for people to attend the meeting.	2	ADOT attempted to notify people of the meeting in several ways. Project newsletters announcing the public scoping meetings were mailed ten days prior to the meeting. An advertisement was placed in the Arizona Republic and local newspapers 15 days and 7 days prior to the meeting. Fliers were also hand-distributed within residential communities and at nearby parks on several days prior to the meeting.	Notification	Process
P2	Should have been more announcements in the paper.	1	See Comment P1.	Notification	
P3	More meetings are needed. Suggests town hall meetings.	1	Residents in the project study area have been informed and will continue to be informed via newsletters, the project website, telephone information line, and neighborhood meetings. The neighborhood meetings will be undertaken at key milestones within the study schedule.	Meeting Format	
P4	Was not able to view maps while attending the meeting. Displays were too close together during the scoping meeting. Should have had duplicate displays.	2	The Project Team attempted to provide sufficient space, exhibits, handouts, and representatives to permit attendees to learn about the project and have questions answered. The Project Team is considering alternative meeting formats for future meetings to ensure responsive to community needs.	Meeting Format	
P5	Suggests a lecture be given. Felt that project proponents were not available to answer questions at the scoping meeting. Should have made an announcement that someone was not going to speak.	13	Past experience has indicated that group question-and-answer sessions are not effective in a large group setting. The Project Team is considering alternative meeting formats, such as the use of formal presentations followed by question and answer sessions, for future meetings to ensure responsive to community needs.	Meeting Format	
P6	Requests a copy of the videotape.	1	Copies of the project video are now available from ADOT via the telephone information line or website. Project videos will be sent to those that have requested copies.	Information Dissemination	
P7	Would like a picture showing the areas from Sossaman to Crismon and Broadway to Guadalupe with the final plans.		The scoping meeting was held during the initial stages of project planning, in order to both obtain and present valuable project information, to be used to guide the project design. At this early stage, specific design and implementation data has not yet been developed. The Project Team did not want attendees to misinterpret that the design is complete by handing out copies of the concepts shown at the meeting. At the time an alternative is selected as being the Project Team's recommendation, this information will be available for public review and comment.	Information Dissemination	

202L/US60 Traffic Interchange Study ScopingInitial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
P8	Would have liked to have been provided copies of the alternatives that were only on large boards.	1	See Comment P7 above.	Information Dissemination	
P9	Suggests citizen committee.	1	Citizen Advisory Team (CAT) has been established, including 12 volunteer citizen residents from the local residential developments, commercial interests and the City of Mesa. The purposes of the CAT are to advise the Project Team on project issues, concerns, and opportunities, review and comment on draft studies, and function as a 'conduit' between the public and Project Team. The team meets regularly.	Information Dissemination	
P10	Suggests a temporary office for fielding citizen concerns. Keep neighborhoods informed.	1	A temporary office will not be established. Residents in the project study area have been informed and will continue to be informed via newsletters, the project website, telephone information line, and neighborhood meetings. If you received the initial project newsletter, signed in at the scoping meeting, included your name and address on a comment form, and/or contact a Project Team representative directly, you will continue to receive project correspondence and meeting invitations throughout the duration of the project.	Information Dissemination	
P11	It appears that there are lots of questions at this time that cannot be answered.	1	The scoping meeting was held during the initial stages of project planning, in order to both obtain and present valuable project information, to be used to guide the project design. At this early stage, specific design and implementation data has not yet been developed. Additional information will be shared with the public as the project continues.	Information Dissemination	
P12	Winter visitors were unable to attend the meeting.	1	The Project Team recognizes that many residents in the project area were not present at the time of the meeting. However, the project schedule required that the initial scoping effort begin in September. Newsletters were therefore mailed to winter addresses, copies of the project video are being made available for distribution to winter addresses, and the website was developed to help reach out of town residents. Upcoming meetings will be held when winter residents have returned.	Information Dissemination	
P13	Should make the aerial photos show the highway as an overlay over "real" objects so they have concrete reference points. None of the highway plans	1	The intent of the aerial photographs was to depict the approximate location of a concept TI, ramps and freeway widening activities, in relation to development. Toward this end, existing residential and commercial development was depicted on aerial displays. The	Information Dissemination	

202L/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
	showed proposed right-of-way.		right-of-way requirements associated with the proposed project are very preliminary at this time, and therefore were not depicted, in order to prevent misinformation.		
P14	If a change in the freeway corridor needs a new EIS, then a new EIS study should be completed to make this corridor change	1	The FHWA found the EIS to be adequate per requirements set forth in NEPA. In that document, it was concluded that based upon all information available to the Study Team, the location of the 202L freeway alignment and the 202L/US60 TI is the most suitable location. The study now underway is intended only to refine the design of the interchange to ensure effective operational characteristics with consideration to minimizing any additional impacts that may result from design refinements.	Documentation	
P15	Concerned with waiting until 2007 for completion. Suggests they start building on the east side now.	1		Schedule	
P16	Construction of 202 should be a priority over widening US60 to divert traffic. US60 is nearing full capacity past Gilbert to the west. Seems imperative that 202 proceeds without delays.	2		Schedule	
P17	Feels that the north loop of 202 is more important to relieve US60 since it goes to Phoenix and Scottsdale.	1		Schedule	
P18	Build US60 and 202 together.	1		Schedule	
P19	When is construction going to begin around the Baseline and Ellsworth area?	1		Schedule	
<i>Design/Engineering Comments</i>					
D1	Reconsider the clover leaf design with longer acceleration lanes coming out.	1	An alternatives selection process will be undertaken to identify those alternatives to be studied in detail in the DCR and EA. Factors that will be used to make this recommendation will include how local access is or is not provided at service interchanges and how such modifications would affect local street network traffic patterns. The alternative suggested would diminish the ability to provide local access. Further, it is ADOT policy to not use loop ramps but instead use directional ramps. Regardless, 18 alternatives have been developed, each with varying access scenarios and some including loop ramps. These will be evaluated equally with all other alternatives. Based upon evaluation results, it	System Interchanges	Engineering

202L/US60 Traffic Interchange Study ScopingInitial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
			is possible that 3-4 alternatives will be studied in detail.		
D2	Suggest that the 202L freeway be reviewed to shift the alignment further east towards Crismon Road (or the county line). The northern portion of 202L should extend further east along the CAP Canal, follow a north-south alignment further east in Mesa, and go through the GM proving grounds property. Feels that the Red Mountain Loop be put further east, near Meridian, which is less populated.	8	The location of the traffic interchange is fixed. This study is intended only to supplement conclusions reached in the Red Mountain Freeway, SR 87 to US 60 FEIS and the Santan Freeway, Price Freeway to Baseline Road EA. Both documents concluded the current location is best suited for the interchange.	Horizontal Profile	
D3	Why not have the 202L/US60 TI at Ellsworth and US60 where there is a very good interchange. Ellsworth Road is wide and currently with little housing.	2	See Comment D2 above. Through the study now underway, the Project Team will assess ways to minimize impacts on adjacent properties for those alternative designs that warrant detailed study.	Horizontal Profile	
D4	Have objected for years to the right-of-way selection.	1	See Comment D2 above.	Horizontal Profile	
D5	Would like to know if the freeway will be next to their property (at 101 South 90 th Street).	1	Several (18) configurations are being studied at this time. Based upon evaluation results, it is possible that 3-4 alternatives will be studied in detail. At that time, interchange location relative to adjacent properties can be better assessed.	Horizontal Profile	
D6	There appears to be plenty of land west of Valle Del Oro to build the complete interchange without taking any part of the RV resort. Moving the highway interchange a few feet west would not take part of VDO.	1	See Comment D2 above. Through the study now underway, the Project Team will assess ways to minimize impacts on adjacent properties for those alternative designs that warrant detailed study.	Horizontal Profile	
D7	Keep the freeway in the ground at least 30 feet below ground level between Broadway and Southern Roads. Would like to see a lowering of US60 so the stack is not so high. Why can't the interchange be under the existing highway?	17	Altering the vertical profile of the traffic interchange using such measures as lowering US 60, depressing the entire interchange, placing 202L under US 60 will be considered as part of the alternatives selection process.	Vertical Profile	
D8	Concerned about the height of the proposed ramps.	17	Ramps heights are an important factor in TI design, and heights will be limited to the extent possible, while ensuring that state and	Vertical Profile	

2021/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
			federal design and safety standards are met or exceeded. The visual impacts associated with the construction of the proposed project will be evaluated during completion of the EA.		
D9	Other issues to be addressed include accessing Baseline to the interchange north or US60 north.	1	Local access from the service interchanges will be an important consideration as part of the alternatives selection process.	Service Interchange	
D10	Hopes that a loop exit ramp will not be used as part of the golf course.	1	Because the loop ramp was carried forward in the FEIS, it will be studied in the DCR and the EA. However, it will be studied under the No Action Alternative. Some design concepts developed to date to include such a loop ramp, although not preferred by the Project Team. These concepts will be subject to an alternatives selection process that will identify those alternatives to be studied in detail in the DCR and EA. If eliminated at that time, loop ramps at Ellsworth will not be studied further.	Service Interchanges	
D11	Suggests adopting an existing diamond interchange design with a minimal moving of off ramp to the north exit (Ellsworth).	1	After scoping, an alternatives selection process will be undertaken to identify those alternatives to be studied in detail in the DCR and EA. At this time, 18 alternatives have been developed, each with varying access scenarios for the service interchanges, such as at Ellsworth. Based upon evaluation results, it is possible that 3-4 alternatives will be studied in detail. Factors that will be used to make this recommendation will include how local access is or is not provided at service interchanges and how such modifications would affect local street network traffic patterns.	Service Interchanges	
D12	Concerned with the exit on Baseline in front of a school with an exit less than ½ mile away. Suggests Baseline interchange be eliminated.	1	See Response D11 above.	Service Interchanges	
D13	Main concern is with Mesa's request to construct a partial interchange at Southern and 202.	1	See Response D11 above	Service Interchanges	
D14	Will there be ramps, exits and entrances on Southern?	1	See Response D11 above	Service Interchanges	
D15	Would like to see westbound access to US60 from Ellsworth.	2	See Response D11 above	Service Interchanges	
D16	Rather than have a full traffic interchange at McDowell, please move it to McKellips Road instead.	1	See Response D11 above	Service Interchanges	

202L/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
D17	Please do not have an exit on Southern. Need a wall built on the south side of Southern to hide the degraded areas.	1	See Response D11 above. Regarding 'hiding degraded areas', the use of walls is typically associated with mitigating noise impacts. It is not ADOT policy to use of walls for visual quality purposes.	Service Interchanges	
D18	Avoid having off ramps from the interchange adjacent to the new strip mall on Ellsworth and Baseline.	1	See Response D11 above.	Service Interchanges	
D19	Suggests an exit on Southern. Suggests eliminating the exit on Broadway and/or Baseline and placing it in the center on Southern. Feels there should be a legal right turn after stops on freeway exits.	1	See Response D11 above	Service Interchanges	
D20	Feels they are going out of their way at Sossaman just north between US60 and Baseline and this makes additional driving necessary. Is it possible to leave off and on ramps as is at Sossaman?	1	See Response D11 above	Service Interchanges	
D21	Since Guadalupe will be an entrance/exit, will it be altered in any way?	1	At this time, alterations to the planned interchange at Guadalupe are not being considered.	Service Interchanges	
D22	Keep Wier Road and Pueblo Road open for fire, ambulance, and sheriff's department access to Arizona Skies retirement area.	16	Local access has been identified as a primary concern of both residents and public agencies. ADOT is working with City of Mesa staff to determine where access should be maintained. The Project Team is considering including a Pueblo Road crossing as part of the project. Existing access patterns within neighborhoods will be maintained to the greatest extent possible, and alternate routes will be considered for any access routes that are terminated by the project.	Local Access	
D23	Concerned about access to the grocery store, filling station, Ellsworth Road, school and churches.	1	See Comment D22 above.	Local Access	
D24	Concerned about access from Valle Del Oro to US60 west	1	See Comment D22 above.	Local Access	
D25	Provide temporary access to Ellsworth Road (north) while overpass is being rebuilt.	1	Construction sequencing plans will be developed once an alternative is selected. As part of the plans, the Project Team will maintain to the greatest extent possible existing access to the freeway and within the local street network. When not possible, detours will be adequately signed to direct traffic during	Construction Traffic Control	

202L/US60 Traffic Interchange Study ScopingInitial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
			construction.		
D26	During construction, visible signs to re-route traffic is very important.	2	See Comment D25 above.	Construction Traffic Control	
D27	Concerned about drainage at the northeast quadrant of Ellsworth Road and US60. Will additional storm run-off be directed toward the existing retention basin? Will outflow from the basin be abandoned?	1	An alternatives selection process will be undertaken to identify those alternatives to be studied in detail in the DCR and EA. At this time, 18 alternatives have been developed, each with varying effects on the drainage system. Based upon evaluation results, it is possible that 3-4 alternatives will be studied in detail. Factors that will be used to make this recommendation will include how the current drainage system is affected by the alternatives; if they are affected, how can they be altered and what are costs and impacts of such alterations. Answers to the questions asked will be better answered at the completion of the Initial DCR.	Drainage	
D28	US60 should have express lanes from Greenfield or Val Vista to I-10 with off ramps on 101 and on ramps.	2	The interchange is being developed to permit future inclusion of HOV/express lanes on the 202L and US 60 (and connections). When warranted, per the MAG HOV Study, such lanes will be provided.	HOV Lanes	
D29	Wants to know what this is costing the state and federal government; there were no displays on estimated costs.	1	Concept level costs will be developed as part of the alternatives selection process and further refined as part of the DCR. Current estimates are between \$120 million and \$160 million.	Cost	
D30	Suggests pedestrian access and access to potential recreational corridors.	1	Existing pedestrian access routes will be maintained to the extent possible. Opportunities for pedestrian access improvements will be considered in conjunction with City of Mesa officials. Also, ADOT will work with City of Mesa officials to accommodate planned bicycle facilities in the study area.	Pedestrian	
Environmental Comments					
E1	Suggests mass transit as an alternative.	6	This study is intended only to supplement conclusions reached in the Red Mountain Freeway, SR 87 to US 60 FEIS and the Santan Freeway, Price Freeway to Baseline Road EA. Mass transit was considered as an alternative as part of the FEIS and was not considered a viable alternative to a freeway condition.	Modal Alternatives	Environmental
E2	Would like clarification of what the impact would be at this location (new park model put in at Site 639 last year on VDO west wall) and whether or not there are any mitigation plans in place.	1	Several (18) configurations are being studied at this time. Based upon evaluation results, it is possible that 3-4 alternatives will be studied in detail. At that time, interchange location and how it affects adjacent properties can be better assessed and will be documented in the EA.	General	
E3	How will the project affect those living	1	See Response E2 above	General	

202L/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
	in Desert Sands?				
E4	Suggest that if any part of the street along the west wall is to be taken, buy out the entire western side of the street.	1	See Response E2 above	General	
E5	Concerned about landscaping.	3	ADOT will use standard landscaping procedures and policies in developing landscaping plans for the project.	Visual Quality	
E6	Concerned about visual impacts of the interchange height.	24	The visual impacts associated with the construction of the proposed project will be evaluated during completion of the EA.	Visual Quality	
E7	Concerned with noise. What kind of sound barriers will be used?	44	The potential noise impacts associated with the proposed project will be evaluated during preparation of the Environmental Assessment, and will be mitigated as necessary. The CAT will be involved in identification of noise monitoring and modeling sites within the project area.	Noise	
E8	Is there anything in the budget to complete the wall on Southern Ave. from Brentwood, Southern to Sossaman on the south side of Southern?		Potential noise impacts will be studied as part of the EA. It is not ADOT policy to use walls for the purposes of visual screening unless it has been determined the visual impact is significant and must be mitigated.	Noise/Visual	
E9	Concerned about pollution. Feels a sign should be placed near Ellsworth saying "We are now entering another form of Death Valley (devastating air). Concerned about air quality.	18	Potential air quality impacts associated with the proposed project will be analyzed and documented in the Environmental Assessment. During preparation of the EIS for the original TI design, no air quality exceedances were identified.	Air Quality	
E10	Sunland Ave. in the Berry Estates northwest of Ellsworth and Southern was paved several yeas ago but Florian Ave. is still dusty dirt. Why?	1	Air quality, which speaks to this issue, will be assessed for the interchange project, but not the local street network. This issue should be addressed to the City of Mesa and/or Maricopa County.	Air Quality	
E11	Concerned about property values. Feels it will degrade the area. Suggest it be built where there are no homes.	16	The potential impacts on property values associated with the project were evaluated sufficiently in the FEIS, but will be revisited as part of the EA process. These potential impacts will be closely considered during the final design of the project. Numerous residents within the project area have indicated that housing costs continue to rise, despite the close proximity to the US60 Freeway. The Project Team is closely evaluating the potential socioeconomic impacts of the proposed project on the area.	Property Values	
E12	Concerned that adding lanes will require demolishing of houses and relocating seniors. What is going to happen to the	6	The project will most likely require the displacement and relocation of some residents in the study area. ADOT will mitigate these impacts through an acquisition and relocation assistance program	Relocations	

202L/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
	new homes east of Hawes?		conducted in accordance with the Uniform Relocation Assistance and Real Properties Acquisition Act of 1970. The issue of relocating senior citizens will also be addressed in accordance with Executive Order 12898 regarding Environmental Justice.		
E13	Members of Sunland Village East have been bombarded with plans for enlarging Williams Field Airport and now the interchange.	1	Plans for Williams Field Airport are beyond the scope of this document and is the responsibility of the City of Mesa. However, if land use plans for the airport are such that traffic generated from such land uses substantially alters traffic patterns and volumes, the Project Team will assess the effects on current design concepts.	Land Use/Traffic	
E14	Feels the project will have a significant impact on traffic.	8	The residential neighborhoods within the project study area will not be the primary destination for most motorists using the proposed TI. It is hoped that construction of the TI will effectively reduce traffic on local streets by providing an alternative route. See Response D22.	Traffic	
E15	Concerned with soil impacts.	1	A comprehensive hazardous materials evaluation will be conducted during preparation of the Environmental Assessment, to identify any existing sources of contamination. State and federal standards will be adhered to during construction of the proposed project to ensure that no new soil or groundwater contamination results. Any hazardous materials spills that occur during operation of the TI would be remediated as required under state and federal law.	Hazardous Materials	
E16	Concerned about dust, noise and duration of construction.	1	Construction-related impacts and appropriate mitigation will be addressed in the EA.	Construction	
General Comments					
G1	Against the project. Feels Mesa used to be a beautiful town surrounded by agricultural lands.	1	No response warranted.		Project Position
G2	Feels this will ruin the area. New homes are in the path. Those in charge should have to live there.	1	No response warranted.		
G3	Feels that the newest design of the interchange and alignment is great and will serve the community well.	1	No response warranted.		
G4	Feels that the lack of planning by the City of Mesa to allow new housing construction blocking right-of-way for the new road needs to be addressed.	1	No response warranted.		

202L/US60 Traffic Interchange Study Scoping Initial (September/October) Public Meeting and Neighborhood Meetings Comments

	SCOPING COMMENT	NO. OF COMMENTS	RESPONSE	ISSUE	COMMENT TYPE
G5	Feels that the state will have the best highways because ADOT has the knowledge and foresight that is needed for Arizona's network of freeways and roads. Suggests that they keep up the good work. Project looks ok.	1	No response warranted.		
G6	It is clear that these freeways get done because they are needed. Need to move vehicles and look to the future because traffic will be there. Will continue to support ADOT in their efforts to get all freeways done.	1	No response warranted.		

202L/US60 Traffic Interchange Study November/December 2000 Public and Neighborhood Meetings

COMMENT	NO. OF COMMENTS
<i>Are there other alternatives that should be considered further east</i>	
Move the freeway further east.	10
Like Alternative A because:	
• it is least disruptive on Silverridge.	10
Like Alternative C because:	
• reason not cited.	1
Why comment? The decision has already been made.	2
Freeway should be underground at Southern Avenue.	1
Dislike Alternative A because:	1
•	
Don't need the project.	1
Property values adjacent to the freeway will go down.	1
Buy out 75 th Street residents.	5
Other alternatives have been exhausted.	9
Depress under Baseline Road.	1
Depress the entire project.	1
Add landscaping.	1
Use the cloverleaf design.	1
<i>What do you like about the 3 alternatives being recommended for further study?</i>	
Like Alternative A because:	
• it is least disruptive on Silverridge and is least expensive.	14
• Reason not cited.	4
• Alternatives B and C are too expensive.	1
• Least intrusive to Valley del Oro	2
Little difference among the alternatives.	1
Nothing liked.	4
Like Alternative B because:	
• reason not cited.	2
Like Alternative C because:	
• reason not cited.	8
Keep traffic access at Sossaman.	
Need more than 1 lane off ramps.	1
Dislike Alternative C because it is too invasive on Silverridge.	1
<i>What do you dislike about the 3 alternatives being recommended for further study?</i>	
Dislike Alternatives B and C because:	
• impact on Valle del Oro.	1
	2

202L/US60 Traffic Interchange Study November/December 2000 Public and Neighborhood Meetings

COMMENT	NO. OF COMMENTS
• Difficult for senior drivers.	
Dislike the height of the freeway.	1
Freeway should be depressed.	1
Dislike Alternative C because:	
• impact on Silveridge	3
• Reason not cited.	6
Property values will go down.	4
Noise and air quality impacts will go up.	1
Don't want to lose access to US 60.	1
Should not uproot senior population.	1
Should close Sossaman ramps.	1
Keep Sossaman ramps open.	4
Do not like braided ramps.	1
Dislike everything about the project.	1
Have high walls to reduce impacts.	1
Not enough land on either side of the freeway for future improvements.	1
<i>Please rate the performance of the project presenters.</i>	
Respondents were asked to rate the performance on how well information was presented, was it easy to understand and were questions answered. 50 responses were received. Of those, over 99% rated the presentation from very good to excellent. No ratings were received below good.	
<i>Other comments?</i>	
Go further east.	2
Good project, just get it done.	3
Do it right.	4
Show the 75 foot height in a rendering.	2
No choice is available to the public.	1
Need to correct drainage around Valle del Oro.	1
Dislike traffic noise.	1
Provide better notice.	1
Keep the alignment straight.	1
Impacts on local roads traffic will go up.	1
Put a traffic signal at Southern and Hawes.	1